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


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***An action of the Co Monaghan Heritage Plan 2006 -2010 and Co Louth Heritage Plan 2007-2011***

***for***
**Monaghan County Council and Louth County Council**
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An Chomhairle Oidhreachta The Heritage Council

The Great Northern Railway has had a share in the history of many Irish lives. In schooldays, holidays, honeymoons, meetings and partings, journeys abroad, homecomings, business and professional adventures, hopeful excursions, triumphant or chastened returns, it had been a living part of the scene.

Lord Glenavy, GNR(I) Chairman
Foreword to *The Great Northern Railway (Ireland): Past, Present & Future* (1944)

*Cover:* Monaghan Station, 10 July 1954. The 6.55pm awaiting departure for Clones (C. Friel Collection: R.M. Arnold).

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## PREFACE

This report presents the results of a survey of the disused railways of counties Monaghan and Louth, all of which were operated by the Great Northern Railway (Ireland). It marks the 50th anniversary of the withdrawal of the last of the passenger services on these lines in 1957.

The study was commissioned jointly by Monaghan County Council as an action of the Co Monaghan Heritage Plan 2006-2010, and also by Louth County Council as an action of the Co Louth Heritage Plan 2007-2011. These action plans are the responsibility of each county's Heritage Forum, represented by their respective Heritage Officers - Shirley Clerkin (Monaghan) and Brendan McSherry (Louth). The project was financed by the two County Councils and the Heritage Council of Ireland.

The objective of this survey was two-fold: (1) to record the full range of railway-related features along these lines, and (2) to highlight those sites of special industrial heritage merit for (a) targeting by future conservation projects and (b) for statutory protection in order to prevent their demolition or unsympathetic redevelopment.

Fred Hamond, a Belfast-based industrial archaeologist, co-ordinated the project team and was also responsible for surveying the lines and compiling this report.

Charles Friel, a founder member of the Railway Preservation Society of Ireland, was also involved from the start, providing essential historical background information and photographs for each line, and interpreting the principal surviving sites.

Sinead Hughes and Bronagh Lanigan of Architectural Recording & Research, a Dublin-based firm of architectural heritage consultants, were responsible for recording the defunct railway stations.

Special thanks are due to the owners of the various rail-related sites who generously allowed us to survey their properties and who provided invaluable background information and, in some instances, photographs and diagrams as well.

The following people were also unstinting with their assistance which is gratefully acknowledged: Brendan Baxter (IS Project Leader, Louth CC), Noel Breakey (Monaghan County Museum), Lorraine Buchanan (Louth County Archives Service), Adrienne Burns (GIS Project Leader, Monaghan CC), Bernadette Hughes (Planning Section, Monaghan CC), Mark Kennedy (Ulster Folk and Transport Museum), Michael McMahon and Mary O'Loughlin.

I would also like to acknowledge the generosity of those photographers who have allowed us to use their work to illustrate this report.

Lastly, but by no means least, I am indebted to Shirley Clerkin and Brendan McSherry for their guidance and advice throughout the course of this project.

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# SUMMARY

## 1. Introduction

The objective of this project was to identify and record all sites in counties Louth and Monaghan which were associated with the Great Northern Railway (Ireland). Those of special industrial heritage significance were to be highlighted for statutory protection.

Railway-related features were identified using OS six-inch and 25-inch maps for the later 1800s and early 1900s. Published sources were also used, notably Edward M Patterson's *The Great Northern Railway Ireland* (2003). Charles P Friel's extensive collection of historical photographs also proved invaluable in the interpretation of sites. Railway features contained in the current Louth and Monaghan county development plans were also noted.

The identified sites were inspected and evaluated according to National Inventory of Architectural Heritage (NIAH) standards. On the main Dublin-Belfast line, only abandoned stations were surveyed and only cursory surveys were made of the GNR(I) Works and adjacent township at Dundalk, and the railway village of Greenore.

Each feature was given a unique identification number according to the railway line and section on which it is located. For ease of analysis and retrieval, all the data were also recorded in *Access* and *MapInfo* databases. Each feature was evaluated according to NIAH criteria (architectural, historical, technical, and social interest) and then rated on its overall heritage significance. Sites of 'regional' significance and above were then recommended for statutory protection, if not already designated.

## 2. The Great Northern Railway (Ireland)

The GNR(I) was established on 1 April 1876 as the result of the merger of four railway companies: the Drogheda & Dundalk (incorporated in 1836), Dublin & Belfast Junction (1845), the Irish North Western (originally the Dundalk & Enniskillen of 1845), and Ulster Railway (1836). After the Great Southern & Western, it was the biggest railway company in Ireland.

Most of the railway network in counties Louth and Monaghan was in place before the GNR(I)'s formation, with lines between Dublin and Belfast, Dundalk and Enniskillen, Shantonagh Junction and Cootehill, Portadown and Cavan, and Drogheda to Oldcastle. The new company subsequently laid branch lines to Carrickmacross, Ardee and the Drogheda Cement Factory. Although the Armagh - Castleblaney, Dundalk - Greenore and Greenore - Newry lines were built by other companies, they were worked at one time or another by the GNR(I) and are therefore included in this survey.

The GNR(I)'s principal Civil Engineer from 1877 to 1909 was William H Mills. He was instrumental creating a massive new engineering works at Dundalk, in raising safety standards with improvements to signalling, and for the construction of many new railway buildings (distinguished by yellow and red brickwork).

In 1917, the Irish Railway Executive Committee took over the running of the country's railways. The GNR(I) reassumed responsibility for its lines in 1921, shortly before Partition. It then had to endure a further two years of strife arising from the Irish Civil War. However, because it operated on both sides of the border, it escaped nationalisation and remained an independent entity.

Notable developments included bridge renewals on the Dundalk-Enniskillen line in the 1920s, the operational takeover of the Dundalk-Greenore-Newry lines and introduction

of railcars and railbuses in the 1930s, and introduction of the *Enterprise* express on the Dublin-Belfast line in the 1940s.

In 1953, the GNR(I) was taken over by the governments of the Republic and Northern Ireland and reconstituted as the Great Northern Railway Board (GNRB). Faced with mounting losses due to declining rail traffic (largely due to road competition), wholesale closures ensued such that by the time of the GNRB's winding up in 1958, the only passenger service was on the Dublin-Belfast route.

The Board's assets were divided between Córas Iompair Éireann (CIE) and the Ulster Transport Authority (UTA). The following year, CIE withdrew virtually all goods services The Ardee and cement factory branches were subsequently closed in 1975 and 1994 respectively.

Today, the only surviving passenger service is between Dublin and Belfast, a joint venture between Iarnród Éireann and Northern Ireland Railways. Goods traffic occasionally travels on this route as well (most of it is now carried by road), and Iarnród Éireann also operates freight trains as far as Tara Mines on the Drogheda-Oldcastle line.

### 3. Dublin-Belfast Line

The Co Louth section of this line, some 46km long, was opened by the Dublin & Drogheda and Dublin & Belfast Junction railways between 1844 and 1850. It is the only passenger line still in use within the study area.

The now-abandoned stations at Dunleer, Castlebellingham, Dundalk Junction and Mountpleasant were all surveyed and the engineering works and railway village at Dundalk noted. Dunleer is the most complete survival, along with the engineering works and village adjoining Dundalk Junction.

### 4. Ardee Branch

This 8km line was opened by the GNR(I) in 1896 and ran from Dromin Junction, on the Dublin-Belfast line, to Ardee. It closed to passengers in 1934 and to goods traffic in 1975. Much of the line is now followed by a new road linking Ardee with the M1 motorway. A public footpath runs beside the former track. Ardee Station, designed by W.H. Mills, is the most prominent survival.

### 5. Dundalk-Enniskillen Line

The 67km long section of line within counties Louth and Monaghan was opened by the Dundalk & Enniskillen Railway between 1849 and 1858. Passenger traffic ceased in 1957, and goods traffic in 1959.

Six prominent stretches of track totalling 9km in length were identified. The Monaghan Way follows two of them. Particularly noteworthy is the section in the vicinity of the River Finn east of Clones, where a massive 11m masonry arch bridge and the remnants of two long viaducts survive. There are also substantial remains at Inniskeen, Ballyboy, Monaghan Road, and Newbliss stations. Clones Station is also notable for its 1925 concrete engine shed, now the only one of its type in Ireland. A number of timber/metal lattice girder bridges also survive.

## 6. Carrickmacross Branch

This 11km branch line between Inniskeen and Carrickmacross was opened by the GNR(I) in 1886. Passenger services were withdrawn in 1947 and goods traffic in 1959.

Whilst there are no stretches of line of special note, there are prominent survivals at Essexford and Carrickmacross stations, as well as a substantial masonry arch bridge over the Fane River near Inniskeen.

## 7. Armagh-Castleblaney Line

The Co Monaghan section of this line ran for 8km from the border to Castleblaney and opened in 1910. Although built by the Castleblaney, Keady & Armagh Railway, it was worked by the GNR(I). It has the dubious distinction of being one of the last railways built in Ireland, and one of the first to close, in 1923.

There is a particularly good stretch of embankment just north of Castleblaney as well as several well preserved concrete arch bridges. The station building at Creaghanroe is unusual in being completely constructed of timber.

## 8. Cootehill Branch

This line was opened by the Dundalk & Enniskillen Railway in 1860 and ran from Shantonagh Junction (near Ballybay) to Cootehill. The 9km stretch within Co Monaghan has several sites of note, including Rockcorry Station and a triple-arch bridge over the River Finn.

## 9. Portadown-Cavan Line

This line ran from Co Armagh through Monaghan and Clones to Cavan. The section to Clones was opened by the Ulster Railway between 1858 and 1863. The Clones – Cavan section was opened in 1862 by the Clones & Cavan Extension Railway (a joint venture between the Ulster Railway and Dundalk & Enniskillen). Passenger traffic ceased in 1957 and goods services were gradually withdrawn over the next two years.

The 37km section in Co Monaghan has two short lengths of substantial embankment close to the Co Armagh border. There are particularly impressive stations at Glaslough and Monaghan, as well as a number of well preserved bridges, including a four-arch one over the River Finn near the border with Co Fermanagh.

## 10. Dundalk-Greenore Line

This 21km line was opened by the Dundalk & Greenore Railway in 1873 to link with a newly-established cross-channel ferry service to Holyhead. It was a joint venture between the Irish North Western Railway (which the Dundalk & Enniskillen had become in 1862) and the London & North Western Railway (LNWR), owners of the port and ferry.

The LNWR was succeeded by the London Midland & Scottish Railway (LMS) in 1923. Ten years later, the GNR(I) assumed operational control of the line. The LMS was nationalised by the British government in 1948. The axing of the ferry in 1951 forced the almost simultaneous closure of the line to all traffic.

Part of the line is characterised by embanked sections along the edge of Dundalk and Carlingford Bays, three prominent stretches of which survive. Dundalk Station is a particularly notable survival. Unfortunately little now survives of the station at the other end of the line, although the adjoining LNWR village is virtually intact.

### 11. Greenore-Newry Line

This line was opened by the Dundalk, Newry & Greenore Railway in 1876 (this was formerly the Dundalk & Greenore company). Its subsequent operation and demise in 1951 is identical to the Dundalk-Greenore line.

The 15km stretch within Co Louth hugs the shoreline of Carlingford Bay, along which several good stretches of embankment survive. Carlingford Station and two level crossing houses are notable survivals.

### 12. Drogheda Cement Factory Branch

This 2.4km branch off the main Dublin line was opened by the GNR(I) in 1938 to service Cement Ltd's factory on the eastern outskirts of Drogheda. Although cement production was relocated in the 1970s, the line continued in partial use as a ballast siding until 1994. A short length of walkable line, complete with track and signal posts, survives.

### 13. Drogheda-Oldcastle Line

Only the first 3km of this line is within Co Louth, having been opened by the Dublin & Drogheda Railway in 1850. It skirts around the south side of Drogheda, much of it as an embankment. Although passenger services were withdrawn in 1958, mineral traffic continues to ply the route from Tara Mines near Navan.

### 14 Line overview

In all, there are 227km of track in counties Louth and Monaghan (181km excluding the Dublin-Belfast line). Some 627 sites were identified during the course of this project, including 26 stations.

Sites, particularly stations, sometimes encompass a number of individual buildings and structures. Of the 903 discrete components which were identified, level crossings and bridges each make up approximately one-third of this total. Whilst the survival rate for level crossings is only 7%, two-thirds of all bridges survive in a complete or substantial state. Many of the latter are still in everyday use, carrying roads and accommodation tracks over the abandoned lines.

### 15. Statutory protection

Only three railway-related sites in Co Louth and eight in Co Monaghan enjoy statutory protection through inclusion in their respective Records of Protected Structures.

As a result of the evaluation of the surveyed sites, a further 82 are recommended for protection on account of their regional or national industrial heritage significance - 22 in Co Louth and 60 in Co Monaghan.

# 1. INTRODUCTION

## 1.1 Project brief

In 2006, David Murray was commissioned by Monaghan CC to carry out a survey of railway-related sites in Co Monahan. The resultant report, *Preliminary Assessment of Great Northern Railway Structures in County Monaghan* (August 2006) recorded a number of stations, bridges, cuttings and embankments along the various lines, giving brief descriptions and photographs of each.

The present project is a logical follow-on, attempting to take a more in-depth view of all surviving railway infrastructure. Its objective is to identify all railways which were built or worked by the Great Northern Railway (Ireland) in both counties Louth and Monaghan and to survey the features thereon, particularly stations and bridges. Level crossings and other features were also to be noted as well as significant cuttings and embankments. Sites of special industrial heritage significance were then to be highlighted for possible inclusion in the Record of Protected Structures and also for potential future targeting by conservation groups interested in their preservation.

## 1.2 Paper survey

Ordnance Survey maps were the principal basis for identifying features along the railway lines within the study area. The early railways are depicted on the Ordnance Survey six-inch (1:10.560) maps, surveyed in the period 1857-63 (fig 1.1).[1]

With one exception, all the lines and their associated features are shown on the 25-inch (1:2500) OS maps, surveyed in the first decade of the 1900s. The exception is the Armagh-Castleblaney line, only the intended course of which is shown on the 1908 map as it was not opened until 1910. Map sheets encompassing Dundalk, Monaghan and Clones were also updated in the 1940s.

The brief specified that only stations no longer in use were to be surveyed. Drogheda MacBride and Dundalk Clarke stations were therefore excluded. For each of the remaining stations, all buildings and structures were noted: station buildings (containing the ticket office, waiting rooms, toilets etc), station houses (i.e. the station masters' living quarters), platforms, footbridges, waiting sheds, toilets, goods sheds, stores, weighbridges, livestock and goods beaches, engine and carriage sheds, signal boxes, water tanks, miscellaneous buildings, and entrances.

Overbridges (i.e. carrying roads *over* the line) and underbridges (carrying roads and rivers *under* the line) were also noted. The numerous culverts (generally under 2m span) carrying minor streams and drain under the base of embankments were excluded; although most still perform a useful function in land drainage, they are generally not of any special architectural or historical merit.

Given the countless instances where public roads and accommodation tracks cross the line at the same level, only level crossings explicitly captioned as such on the 25-inch maps were included in the survey. Level crossing keepers' houses were also noted. Un-named crossings were excluded, although some were noted during fieldwork.

[1] Somewhat confusingly, some lines not opened until long after the c.1860 OS survey are shown on some copies of these maps. This anomaly arises from the fact that the plates from which these particular sheets were printed were updated when the lines opened but the amendment year was not inserted as well. Caution should be exercised in dating rail-related features on the basis of 2nd edition maps.

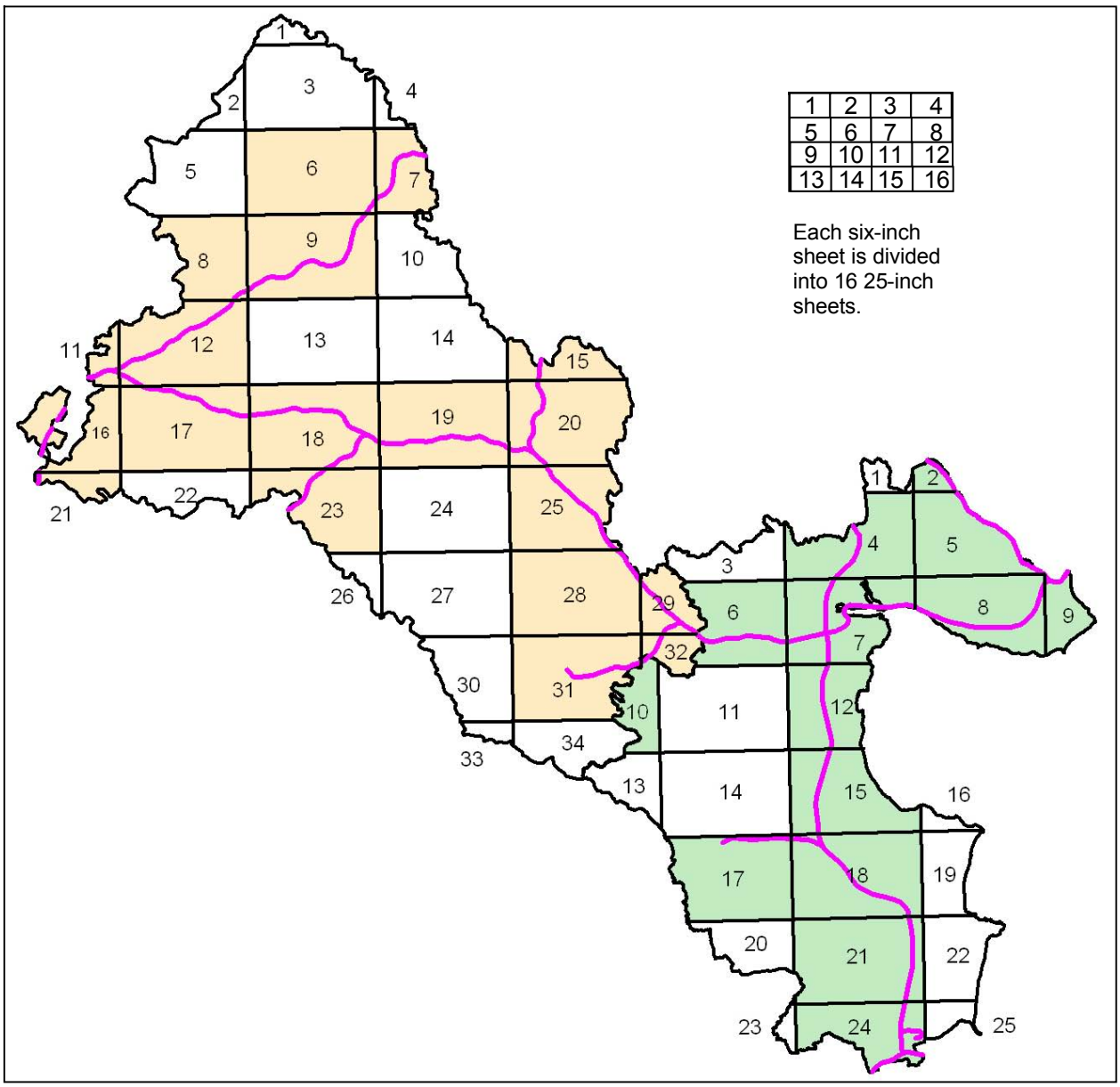


Fig 1.1 OS six-inch map coverage of railways in Monaghan (highlighted in orange) and Louth (green).

Miscellaneous features were also identified: junctions, sidings, rail-related buildings and houses not within station complexes. Because of their complexity and extent, only cursory surveys were made of the GNR(I) Works and adjacent township at Dundalk, and the railway village of Greenore.

Photographs taken whilst the railways were still operational also proved invaluable in giving three-dimensionality to the large-scale map depictions, particularly of station buildings and structures. Mr Friel kindly made available his extensive collection of photographs which includes those of other notable railway photographers such as R.M. Arnold, Andrew Davidson and Edward Patterson (fig 1.2).

Besides the identification and survey of rail-related features, the project brief also required an historical overview of each line. Mr Friel summarised the published works and supplemented this with his own extensive knowledge. This work is presented in the preface to each line description, from chapter 3 onwards. Particularly useful were Stephen Johnson's *Atlas & Gazetteer of the Railways of Ireland* (1997) which identified all the stations, halts and sidings along each line, and Edward M Patterson's *The Great Northern Railway Ireland*, first published in 1986 and revised in 2003. A full bibliography

is given in section 1.7 of this report. Historical documents pertaining to the railways were also consulted in Louth County Archive, Dundalk.

The County Development Plans for counties Louth and Monaghan were also culled to ascertain which rail-related sites are currently included in their respective Record of Protected Structures.

Fig 1.2 Smithborough Station, photographed by Drew Donaldson on 11 May 1957 *(C. Friel Collection).*

## 1.3 Field survey

All buildings and structures were surveyed and evaluated according to National Inventory of Architectural Heritage standards and criteria. Architectural Research & Recording were responsible for recording most of the stations, whilst Fred Hamond focused on bridges and level crossings along the various lines and also defunct stations on the Belfast-Dublin line. Mr Friel also assisted in the initial survey of the stations.

For the buildings, the following attributes were noted: size, plan form, roof, walls, openings, interiors (where accessible), and setting.

Bridges comprise a number of structural elements - abutments, buttresses, arches, spandrels, parapets, and wing walls (fig 1.3), for which the following attributes were noted: materials, coursing, embellishment, alterations and additions. Where possible, the size of each bridge was also gauged in terms of its span (between abutments), abutment depth and/or distance between the parapets (i.e. deck width).

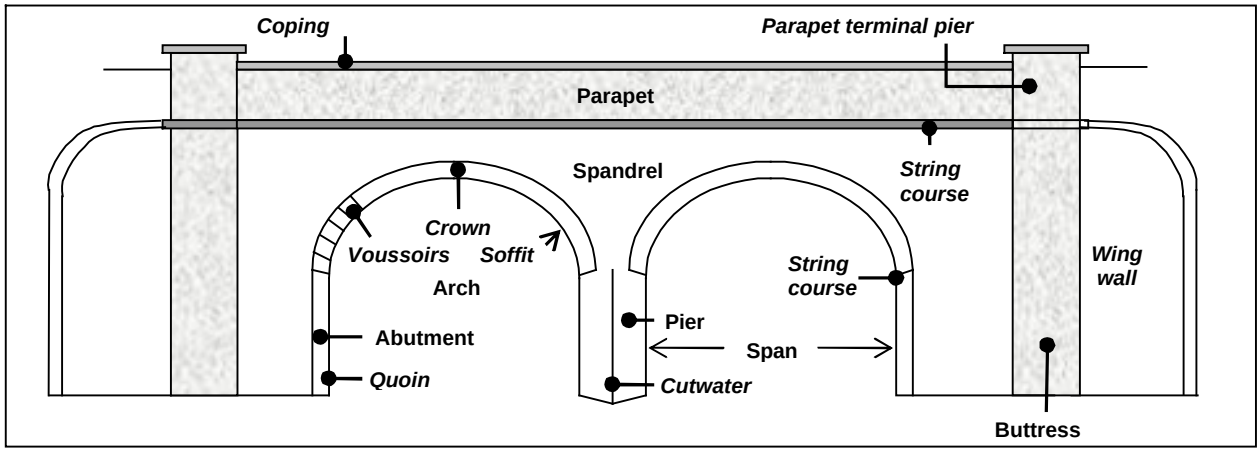


Fig 1.3 Principal elements of an arched masonry arch bridge.

Most, but not all identified level crossings were surveyed (85% in fact). Where surviving, the number and type of gate and gatepost was noted, along any makers' names and attached plaques (e.g. trespassers prosecuted).

Finally, substantial stretches of continuous cutting, embankment and level trackbed were also noted. Miscellaneous line features such as telegraph poles were also noted where observed during fieldwork.

At least one photograph was taken using a Canon EOS 500 camera and 20-35mm lens. Fuji Colour 400ASA colour film was used to produce 15cm x 10cm gloss prints. During the processing of the film, the negatives were scanned and digitised. These images where then edited using Adobe *Photoshop Elements* and saved as jpeg files for inclusion in the site inventories.

### 1.4 Site numbering

In order to differentiate the 11 identified lines, they were each given a number (in no particular order), e.g. line 7 is the Ulster railway from Portadown to Cavan via Monaghan (fig 1.4).

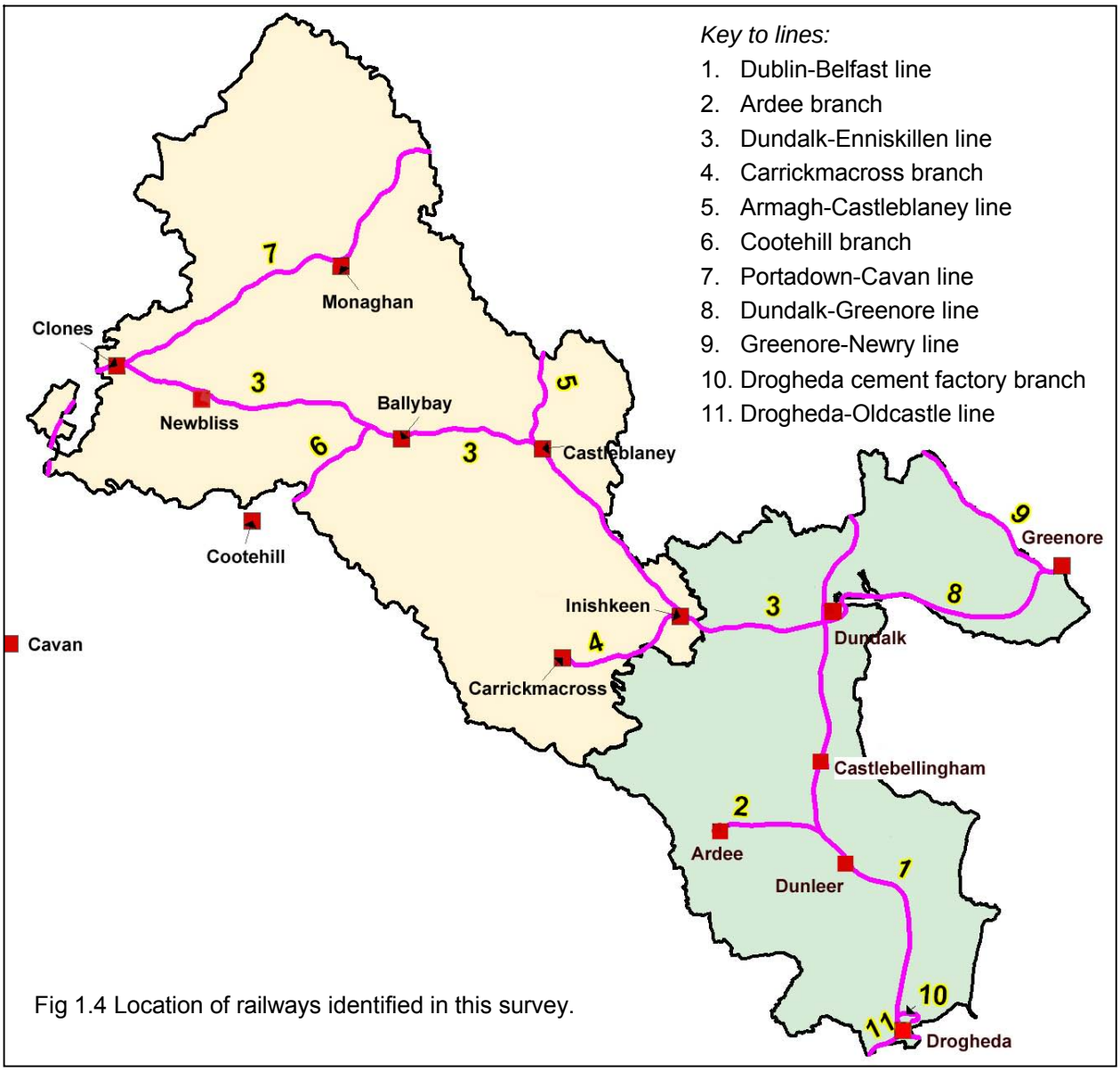


Fig 1.4 Location of railways identified in this survey.

Each line was then divided into discrete sections. The stretch between two stations is regarded as one section and given a number sequenced in the same direction that the line was built (e.g. 71, 72 etc). Where a line enters from an adjoining county, the stretch from the county boundary to first station is designated as section 1. On a branch line, the stretch to a station from its junction with the main line is also designed as section 1. The various halts and stops introduced in the 1900s between the original stations on some lines were ignored for the purposes of sectionalising them.

The sites along each section were then given 2-digit numbers, also in the same sequence as the line's direction (e.g. 7101, 7102 … 7201, 7202 etc). In most instances, the site at the beginning of a section is a station. Where a site encompasses several buildings and/structures, these are given suffix numbers (fig 1.5).

Each photographic image was numbered by its site and a sequential suffix; e.g. 7201_01, 7201_02 are images 1 and 2 taken at site 7201.

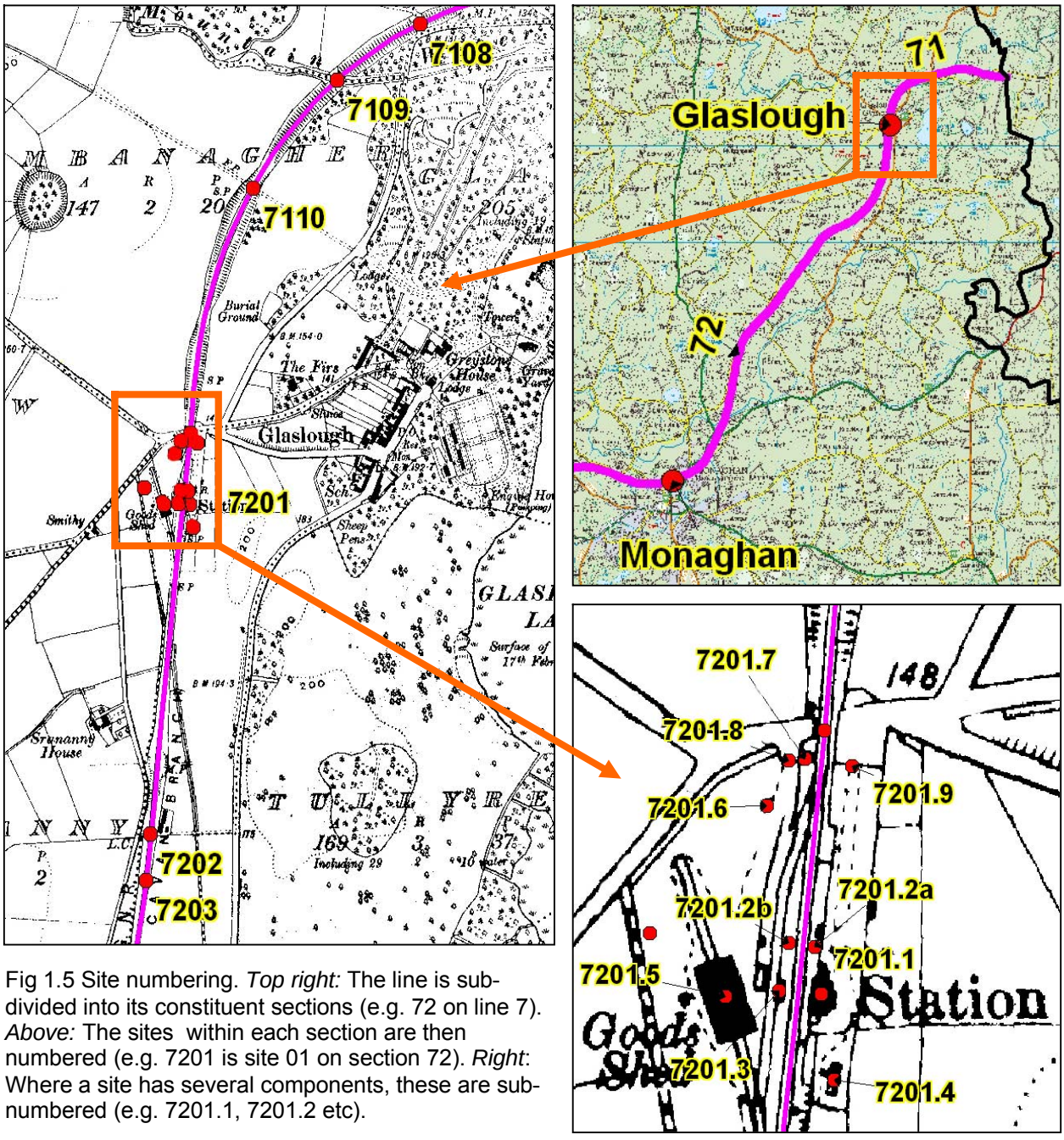


Fig 1.5 Site numbering. *Top right:* The line is sub-divided into its constituent sections (e.g. 72 on line 7). *Above:* The sites within each section are then numbered (e.g. 7201 is site 01 on section 72). *Right*: Where a site has several components, these are sub-numbered (e.g. 7201.1, 7201.2 etc).

## 1.5 Computer databases

All the data generated by the paper and field surveys were put into computer databases to facilitated analysis and retrieval using a variety of selection criteria.

### Access database

Using a Microsoft *Access* database, tables were created for sites, line sections, notable stretches of line within each section, and for photographs.

*Sites table*

Site number (and sub-numbers in the case of multi-component sites), name (including abbreviation as given in 1948 Working Timetable), location (county, six-inch sheet, National Grid), history, whether surveyed, fieldwork details (survey date, surveyor, completeness, condition, current use, detailed description), heritage evaluation (including NIAH criteria – see below), significance rating, existing statutory protection, recommended statutory protection (for sites with a regional or national rating), and cross-references to other databases.

*Line sections table*

Line number, section number, starting and finishing point, length of section, date opened and dates when closed to passenger and goods traffic.

*Section stretches table*

Line number, stretch number, type of earthwork (cutting, embankment, level), length of stretch, and brief description.

*Historical photographs table*

Site number, image number, photographer, date taken, source of image, caption.

*Photographs table*

Site number, image number, caption, photographer, date taken, caption.

### MapInfo database

Each site, line, section and stretch were also plotted on digitised versions of the OS maps using *MapInfo*. This facilitated fieldwork and the analysis and presentation of the data which could be overlaid on Discovery (1:50,000), six-inch (1:10,560), and 25-inch (1:2500) OS maps and aerial photographs. The following MapInfo tables were created:

*Sites table*

Site number (and sub-number), name, type, location (county, National Grid), whether surveyed, significance rating, existing statutory protection, recommended statutory protection, and cross-references to other databases.

*Lines table*

Line number and length

*Line sections table*

Line number, section number and length.

*Section stretches table*

Line number, stretch number, type (cutting, embankment, level), and length.

Hard-copy site indexes were also prepared for use where access to the computer databases was not possible. These are listed in Appendix 2 of this report.

## 1.6 Evaluation of industrial heritage significance

### NIAH Criteria

The National Inventory of Architectural Heritage use wide ranging criteria when assessing the merits of a building or structure: Architectural, Historical, Archaeological, Artistic, Cultural, Scientific, Technical and Social.[2] For railway features, the most relevant criteria are Architectural, Historical, Technical, and Social interest. Supplementary criteria are also considered: Group value, Setting and Uniqueness/ Rarity.[3]

*Architectural interest*

A building or structure may be of architectural interest on account of its design, the use and treatment of materials, workmanship, scale, composition, decorative elements, and if it is the work of a notable architect or engineer.

Where alterations or additions have been made, they should not detract from the feature's original character. In cases where decks have been removed from beam bridges, their integrity has obviously been irreversibly diminished. However, in cases where the void under a deck has been partly infilled, this is regarded as a reversible alteration.

A feature may also have merit if it makes a positive contribution to its *setting*. Moreover, even if a particular feature is of no special interest in its own right, it may have *group value* in contributing to the integrity of he complex of which it is a part (a case of the total being greater than the sum of its parts).

*Historical interest*

A site can also be of interest in terms of what it tells us about the past, whether it be a period or specific event. The sites surveyed here, where surviving, fall into this category on account of their associations with particular railway companies. A feature may also be of interest because it exhibits alterations which relate to past developments.

A particular building or structure may also be a *rare or unique* example of its type, either because it was atypical in the first place, or is now one of the last survivors of the once typical.

*Technical interest*

A site may also be of technical interest because of its type of construction. This is particularly the case with bridges which have particular structural form such as a lattice girder span or skew arch bridge with a skewly laid soffit.

*Social interest*

Stations invariably also have a social importance on account of their contribution to the social and economic activities of the communities which they served.

In practice, most noteworthy buildings and structures will fall within a number of the above interest categories.

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[2] NIAH, 2004. *Architectural Heritage Protection: Guidelines for Planning Authorities*, p.24 (Dublin: Department of the Environment, Heritage and Local Government).

[3] Under NIAH guidelines, Group value and Setting fall within the Architectural category, and Uniqueness/Rarity under Historical. For the purposes of this evaluation, they have been kept separate.

## NIAH Rating

Levels of significance can range from Record Only (i.e. not significant), through Local, Regional and National, to International.

A *record only* rating is generally given to a site where nothing visible exists or what survives is too incomplete to reflect its original form and function.

Where only one or a few criteria are met, a *local* rating is usually appropriate. NIAH policy is not to protect such sites (although local authorities are quite at liberty to do so). Notwithstanding, in assessing applications which pertain to these sites, planners should be aware that they have characteristics which place them above the ordinary.

Where a number of criteria are met, or there is something very special about a site, then a *regional* rating is appropriate. Following NIAH practice, sites with this rating or above are recommended for statutory protection if not already applicable.

*National* and *international* ratings are more problematic in that there is, as yet, no extensive body of comparative material. Some regional bridges may in fact be national. However, even if incorrectly rated, they must be accorded the same level of protection and planning control enforcement.

The assignment of ratings to bridges is particularly problematic and those on the same railway line are generally very similar if not identical. Clearly, if all were accorded regional ratings and given statutory protection, the ensuing large number would stretch the limited resources of any local authority charged with monitoring and enforcing that protection. For the purposes of this report, only the larger bridges have generally been rated as being of regional significance, smaller ones being rated as local, all else being equal. In practice, accommodation bridges were usually given local ratings, and road bridges regional ratings where complete and in reasonable condition.

In the case of level crossings, of which were there hundreds, most originally comprised one gate on either side of the line with two posts per gate (a few had two gates on each side). In the context of this report, only where two gates and at lease one post per gate survive is the crossing rated as being of local significance; none are regarded as meriting a regional rating.

## Statutory protection

Sites of special heritage significance may be accorded statutory protection against unauthorised demolition and redevelopment under the Planning & Development Act 2000, and under Section 12 of the National Monuments (Amendment) Act 1994.

### *Record of Protected Structures*

The Planning Act generally relates to sites which are still in use or which it would be beneficial to adaptively reuse. Such sites are listed in the Record of Protected Structures (RPS) which is maintained by each local authority. There are currently nine protected rail-related sites in Co Monaghan and four in Co Louth.[4]

### *Record of Monuments and Places*

The National Monuments Act is usually applied to disused monuments of pre-1700 date which merit preservation in their existing state and are probably not reusable. Prehistoric earthworks are invariable accorded this level of protection. Such sites are

[4] The various protected houses in Greenore are treated as a single site in this report.

listed in the Record of Monuments & Places (RMP) which is maintained by the Department of Environment, Heritage and Local Government.

Arguably, railway cuttings and embankments are of an identical physical form, albeit much younger and having a different function. However, there are currently no rail-related earthworks in the Monaghan or Louth RMPs.

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### 1.8 Railway company abbreviations

The abbreviations used in this report for the various railway companies follow Stephen Johnson's *Atlas & Gazetteer* (1997) and are as follows:

| | |
|---|---|
| CCER | Clones & Cavan Extension Railway |
| CIE | Córas Iompair Éireann |
| CKAR | Castleblaney, Keady & Armagh Railway |
| DBJR | Dublin & Belfast Junction Railway |
| DDR | Dublin & Drogheda Railway |
| DER | Dundalk & Enniskillen Railway |
| DGR | Dundalk & Greenore Railway |
| DNGR | Dundalk, Newry & Greenore Railway |
| GNR(I) | Great Northern Railway (Ireland) |
| GNRB | Great Northern Railway Board |
| GSR | Great Southern Railways |
| IE | Iarnród Éireann |
| IR | Irish Rail |
| INWR | Irish North Western Railway |
| KKAR | Kingscourt, Keady and Armagh Railway |
| MIC | Ministry of Industry & Commerce |
| LEnR | Londonderry & Enniskillen Railway |
| LNWR | London & North Western Railway |
| MGWR | Midland Great Western Railway |
| NAR | Newry & Armagh Railway |
| NER | Newry & Enniskillen Railway |
| NGR | Newry & Greenore Railway |
| NIR | Northern Ireland Railways |
| SR | Southern of Ireland Railway |
| UR | Ulster Railway |
| UTA | Ulster Transport Authority |

## 2. THE GREAT NORTHERN RAILWAY (IRELAND)

The Great Northern Railway (Ireland) was established on 1 April 1876 as the result of the merger of four railway companies: the Dublin & Drogheda, the Dublin & Belfast Junction, the Irish North Western (originally the Dundalk & Enniskillen), and the Ulster Railway.

Counties Monaghan and Louth encompass lines built by each of these companies before they merged, and also lines subsequently constructed by the GNR(I). Although the Dundalk-Greenore and Greenore-Newry lines were built by other companies, they were eventually worked by the GNR(I) as well.

### 2.1 The founding companies

On 17 December 1834, Ireland's first railway opened between Dublin and Kingstown (now Dun Laoghaire). Some 20 months later, on 13 August 1836, the Dublin & Drogheda Railway (DDR) was incorporated, with powers to build a line along the coast from the capital to Drogheda. The company's intentions were thwarted for a time by rival inland schemes, and it was not until May 1844 that the line was opened.

On 21 July 1845, just over a year after its opening, the Dublin & Belfast Junction Railway (DBJR) was empowered by parliamentary Act to construct a line between Drogheda and Portadown, via Dundalk and Newry. Portadown had been linked to Belfast by the Ulster Railway since 1842, so the DBJR's scheme would therefore complete the missing link between Dublin and Belfast. The Drogheda-Dundalk section opened on 15 February 1849, but it was not until 1852 that the link to Portadown was completed, and 1855 before the River Boyne was permanently bridged at Drogheda.

It was also on 21 July 1845 that the Dundalk & Enniskillen Railway (DER) was incorporated, with powers to build a line from Dundalk to Clones (these were later extended to Enniskillen). The line from Dundalk to Castleblaney was opened in 1849, on the same day as the DBJR's line from Drogheda.

Clearly, there had to be a great deal of cooperation between the three companies if they were to provide convenient links between their services and be profitable. The collaboration of the DBJR and DER is particularly evident in their identical dates of incorporation and line opening.

By the end of 1850, the DBJR's line had been extended into Co Armagh and the DDR had opened a line from Drogheda to Navan (fig 2.1), all of which totalled 79km.

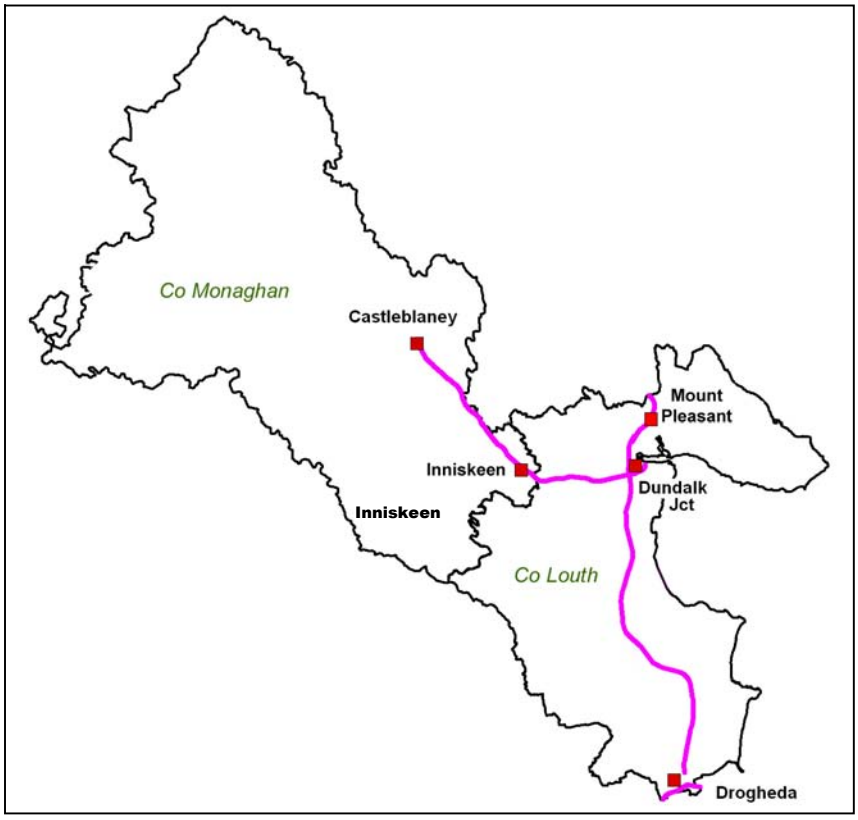



Fig 2.1 Lines opened from 1844 to 1850 inclusive.

## 2.2 Amalgamations

Amalgamations were first mooted in 1847 when the DDR obtained an Act which included the power to "amalgamate with the Belfast Junction, the Ulster, and the Dundalk & Enniskillen Companies whenever circumstances may render such a step desirable". The topic was again discussed by the four companies in 1868, but without resolution.

At a special meeting held on 27 February 1875, the DDR and DBJR finally resolved to merge, forming the Northern Railway Company (Ireland) with effect from 1 March.

Meanwhile, the DER reached Clones in 1858 and Enniskillen early the following year, where it connected with a line from Londonderry. In 1860, the DER also opened a branch line from Ballybay to Cootehill, Co Cavan. The company changed its name to the Irish North Western (INWR) in July 1862 and joined the Northern Railway Company on 1 January 1876.

Although the Ulster Railway (UR) did not enter Monaghan until 1858, it was the earliest to be incorporated, by a parliamentary Act of 19 May 1836, with powers to construct a line between Belfast and Armagh. It also boasted Ireland's second railway, opened in 1839 from Belfast to Lisburn. Portadown was reached in 1842, and Armagh in 1848. Its powers of operation were extended and it arrived in Monaghan in 1858 and Clones in 1863; there was also a line between Clones and Cavan, opened the previous year.

The UR was a well-paying railway with a dividend of 7½% at a time when many of its neighbours were just about surviving or suffering small losses in operating. Even so, it decided to merge with the Northern Railway to form the Great Northern Railway (Ireland) on 1 April 1876.

At the time of the GNR(I)'s inception, there were 162km of railway within Monaghan and Louth for which it was responsible (fig 2.2). This was more than twice the length of the network which existed in 1850 within these counties.

There was also a line from Dundalk to Greenore, operated by the Dundalk & Greenore Railway (DGR). Although the INWR had been a founder share-holder, the line was not under GNR(I) control. Later in the same year, a line from Greenore to Newry also opened.

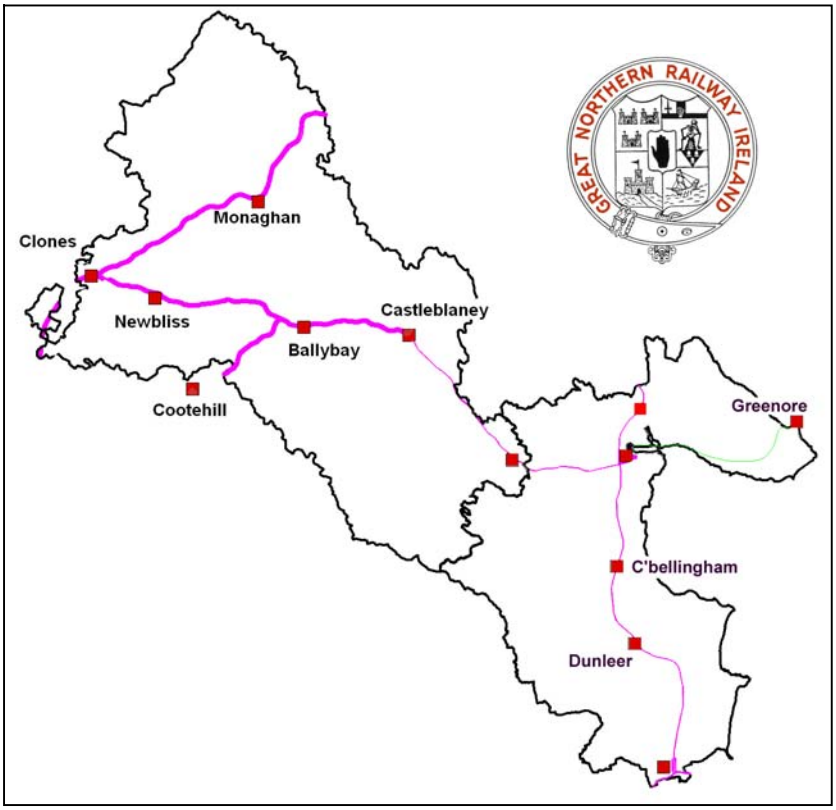



Fig 2.2 The rail network at the time of the GNR(I)'s creation in 1876. Its lines are shown in magenta; those opened since 1850 are shown as heavier lines. The DGR line to Greenore is shown in green.

## 2.3 The GNR(I)

Acquisitions of existing lines and the construction of new ones eventually made the GNR(I) the second largest railway company in Ireland, after the Great Southern & Western. Notable additions included the Londonderry & Enniskillen Railway (1883), the Enniskillen, Bundoran & Sligo (1897), and the joint purchase of the County Donegal Railway with the Midland Railway (of England). Within the study area, the company built branch lines to Carrickmacross (1886) and Ardee (1896), and a connecting line from Armagh to Castleblaney, via Keady (1910). This last has the distinction of being the last passenger line to be constructed in Ireland.

In 1903, the GNR(I) operated 853km of railway, of which 25% (217km) lay within counties Monaghan and Louth. With the addition of the line from Keady, the length of line within these two counties peaked at 225km in 1910.

*W.H. Mills*

The GNR(I) initially had three managers and it was not until 1890 that the first General Manager was appointed. On the engineering side, things moved more quickly. At formation in 1876, there were works in Dublin, Dundalk, Belfast and Enniskillen. On 1 January of the following year, William H. Mills was appointed Chief Civil Engineer and given overall responsibility for the entire network.

One of his first tasks was to centralise the various works inherited from the previous companies. Between 1879 and 1881, he contracted a massive new engineering works at Dundalk for the building, repair and maintenance of the engines, wagons and carriages. A small village was also laid out beside the premises to house the workmen.

The GNR published a booklet listing Mills' achievements between his appointment in 1877 and 30 June 1903. Under "New Signal Cabin and Interlocking Arrangements", it lists 133 locations where the mechanisms were totally renewed for safe working. New cabins were also built at many of these locations and virtually all those within the study area date from this period. Much of this work was a consequence of the Armagh rail disaster of June 1889 in which 80 people died and 260 were injured en route to a Sunday school excursion to Warrenpoint. The ensuing legislation made it compulsory for all railway companies throughout the British Isles to use automatic vacuum brakes and the block telegraph system on all lines.

The block telegraph system is used on double-track lines where each line is divided into sections, usually between signal cabins. It ensures that there is just one train in a section at any one time. The System allows the signalman to return signals to the “on” (stop) position but does not allow him to move them from the “on” position to the “off” (all clear) position for a second train until the signalman in the next signal cabin signals that the first train has left the far end of the section. Similarly, the points are interlocked with the signals so that their position cannot be different to that indicated by the signals nor can they be moved while the relevant signal is in the “off” position.

On single-track lines, where trains could meet head-on, each section is controlled (or protected) by an Electric Train Staff (ETS). Adjacent signal cabins have linked and interlocked machines so that only one staff can be out of the two machines at any one time. The machines contain the staffs which, on Great Northern lines, were round bars, about 22 inches (580mm) long and 1¼ inches (130mm) inches in diameter. At one end of the staff were two brass plates engraved or cast with the names of the stations at either end of the section. The staffs for each section (there could be up to 20) had five brass rings along the staff’s length. The different spacing of these ensured that at, for instance, Castleblaney, a staff for the section to Ballybay could not enter the machine

for the Castleblaney-Culloville section. It was imperative, too, that the driver of each train checked that he had the correct staff before passing the signals into the section.

Mills, who retired in 1909, is credited with 353 new buildings ranging from station buildings and waiting sheds, to goods sheds, dwelling houses and stores. Virtually every station within the study area on the Dundalk-Enniskillen line was upgraded in some way, e.g. with the addition of footbridges, waiting shelters and station houses. Mills also remodelled and enlarged another 21 stations, including Drogheda and Inniskeen. Many of these buildings bear his unmistakable style - yellow and red brickwork with variegated embellishments, also in brick. One of the most illustrative examples of his work in this regard is Dundalk Station, opened in 1894 to replace the old DBJR Junction Station of 1849 to its south.

*Political unrest*

When World War I broke out on 4 August 1914, the railways of Britain were put under Government control. This did not apply to railways in Ireland. Workers on Irish lines agitated for this control so that their working conditions would be determined in the same manner as in Britain.

On 1 January 1917, the Irish Railway Executive Committee took over the running of all Irish railways. The Committee remained in charge until the end of control in the rest of the British Isles on 15 August 1921. During this time the eight-hour day was enforced and helped increase working expenses to 3½ times the pre-War level. At the same time, income had just about doubled, so the railways found themselves in dire straits. The Government paid the railways for moving troops or stores for the War effort but only at the same net earnings as in 1913. A settlement of £3 million on all the Irish railways in 1921 helped alleviate some of the backlog of maintenance but the overall picture had changed for ever.

During World War I, too, the fight for Irish independence had an adverse effect on railway staff and on train services. Railways throughout the country became targets for sabotage. Within the study area, the Dundalk-Enniskillen line and its branches were closed for a while from 2 November 1920 and 12 days later, a train was derailed between Smithborough and Clones.

The railways were handed back to their former owners in August 1921, shortly before partition between the Irish Free State and Northern Ireland came into being. However, continuing strife saw further malicious derailments and other incidents, particularly on the main Dublin-Belfast line, until the ending of the civil war in 1923.

One of the most serious incidents occurred at Faulkland Crossing, between Glaslough and Monaghan, on 23 April 1921. The 11.30pm Belfast-Cavan mail/goods train was ambushed, looted and then set alight, with the loss of 34 wagons. On the main line, at Castlebellingham, the evening Mail from Belfast to Dublin was held up and burned. Thirty of the 68 wagons in a goods train going the other way were derailed when their train collided with the burning Mail train. Most of Dromin Junction station was destroyed by fire on 1 February 1923; only the ladies' second-class waiting-room and the signal cabin escaped. The signal cabin at Shantonagh Junction was burned to the ground on 5 March 1923 but traffic was only delayed for a few hours.

## 2.4 Post-partition developments

Because it operated in both Northern Ireland and the Irish Free State, the GNR(I) continued to function long after the partition of Ireland in 1921, escaping the nationalisation of railways in both parts of the island (fig 2.3).

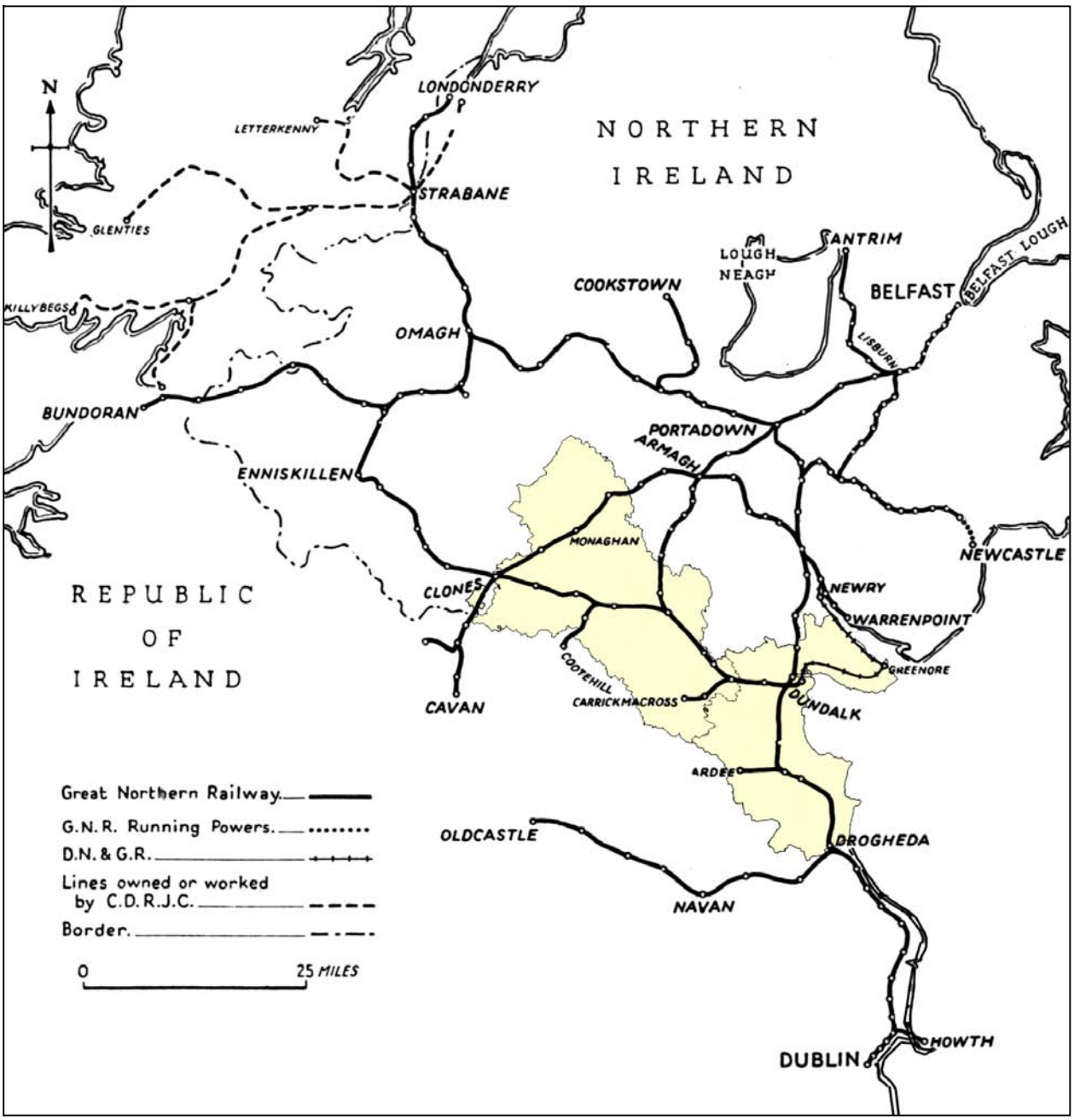



Fig 2.3 The GNR(I) network at partition in 1921; Monaghan and Louth are highlighted *(Patterson 2003).*

The 1920s saw an ambitious programme of bridge renewal on the Dundalk-Enniskillen and other lines, with the replacement of multi-span timber and lattice girder spans by steel plate girders supported on steel columns filled with concrete.

In spite of such work, the stagnating economic climate and increasing competition from road traffic, in the form of cars, buses and lorries, saw the company facing it first operating loss in 1932.

Matters were exacerbated by delays occasioned by customs inspections on the Dublin-Belfast, Dundalk-Enniskillen and Portadown-Clones routes, all of which crossed the border and had Irish Free State customs stations at Dundalk, Clones and Glaslough respectively.

Areas close to the border, whose natural hinterlands were now across it, began to realign their trade in order to confine it, as far as possible, to their respective jurisdictions. The cross-border Keady-Castleblaney section of the line from Armagh

was one of the first to go, being axed in 1923 (the Armagh-Keady section lasted until 1957). Even lines which did not cross the border did not escape. The Ardee branch line from Dromin Junction saw a withdrawal of its passenger services in 1934.

The Dundalk-Enniskillen saw a significant dip in its goods and livestock traffic. Traffic from Fermanagh to Belfast, which would normally have run via Clones and Armagh, was now routed entirely within Northern Ireland via Enniskillen and Omagh to avoid the complications of cross-border declarations, searches and duties.

It was not all doom and gloom. The replacement of the wrought-iron spans of the Boyne Viaduct (1855 replacements of the 1853 timber originals) with a new steel one was completed in 1932. This enabled the running of faster and heavier trains. The summer timetable of that year saw the introduction of 'V' class 4-4-0 three-cylinder compound engines on the Dublin-Belfast route. This brought the inter-city time down to 2 hours 5 minutes and included Ireland's first 60 mph start-to-stop average train between Dublin and Dundalk. Many of the underbridges (i.e. those where roads and rivers passed under the railway) were also strengthened over time to carry this heavier and faster traffic.

In 1933, the company also took over the working and maintenance of the Dundalk-Greenore-Newry railway. The Greenore-Newry section had been opened by the Dundalk, Newry & Greenore Railway in 1876 and the entire line taken over by the London Midland and Scottish Railway in 1923.

In 1938, the GNR(I) also built a short goods line from the main Dublin-Belfast line to a cement factory on the Boyne Road, Drogheda.

*Railcars and railbuses*

In an effort to compete with the more flexible road forms of transport, the GNR(I) pioneered the use of railcars and railbuses in the 1930s. The former owe their origins to the idea of adding diesel engines to specially-built lightweight railway carriages and were first used in 1930 on the railways of Co Donegal. These lines were operated jointly by the GNR(I) and the London Midland & Scottish Railway (Northern Counties Committee). The first cars comprised single units seating 32 passengers and capable of speeds up to 50 mph. They were introduced to GNR lines in 1932 and proved economical to run. Subsequent railcars seated more people and provided increasing comfort for the passengers. During the Second World War, when oil was more readily available than coal, they enabled the company to provide more frequent services than would otherwise have been the case.

Within the study area, railcars saw use on the Drogheda-Oldcastle route and between Cavan and Clones. They were also used for the mail run between Dundalk and Clones after the withdrawal of passenger services in 1957.

The railbuses were a separate development from the railcars. They were road buses adapted to run on the railway by dint of adding steel railway-profile tyres to the pneumatic road wheels (the steering wheel was disconnected!). The road/rail wheel was known as the Howden-Meredith wheel after George B Howden who was the Great Northern's General Manager and R.W. Meredith, the line's Locomotive Engineer. To facilitate passengers at the level crossings, the railbuses had a platform across the rear of the bus with steps reaching down almost to rail level. They were powered by Gardner 4LW engines and, like the railcars, delivered operating savings - one source quoted that running a steam-hauled train could cost 2s 6d per mile compared with a mere 4d for a

railbus. They had a smaller capacity than most of the railcars and were particularly well suited to lightly trafficked lines.[1]

Railbuses were introduced to the Dundalk-Enniskillen line in 1934, and to the Dundalk-Greenore-Newry lines the following year. They proved particularly useful on the later lines on days where there were no cross-channel sailings, and therefore no need for cattle and goods wagons. A railbus also superseded the railcar on the Drogheda-Oldcastle route in 1957 and operated until the line's closure to passengers the following year.

### 2.5 Post-war developments

The Second World War (known as The Emergency south of the border) brought about a ten-fold increase in income as all Irish railways enjoyed some better years. The boom lasted until 1947, after which the railways came under ever increasing pressure from cars, buses and lorries.

After the war, British coal mines were faced with many crises including nationalisation, strikes, and the severe winter of 1947. All Irish loco coal had to come from British pits and, when it was in short supply, the railways in the Free State (which became a Republic in 1949) suffered much more than the rest of the British Isles.

South of the border, coal supplies were meagre, sporadic and of very poor quality when it was available. The Great Northern built a fuel pulverising and briquetting plant at Dundalk and tried to make coal replacements out of turf, timber, pitch, cement, and just about anything combustible. The results were less than satisfactory and lightly-trafficked lines suffered a withdrawal of some services as the railways tried to cope. This happened on both the Cootehill and Carrickma–cross branch lines, on which passenger services were suspended on 9 March 1947. This was intended to be a temporary measure, but, although goods continued, passenger traffic was never resumed. By the end of 1950, therefore, only those lines which served the main arterial routes were still open to the travelling public (fig 2.4).

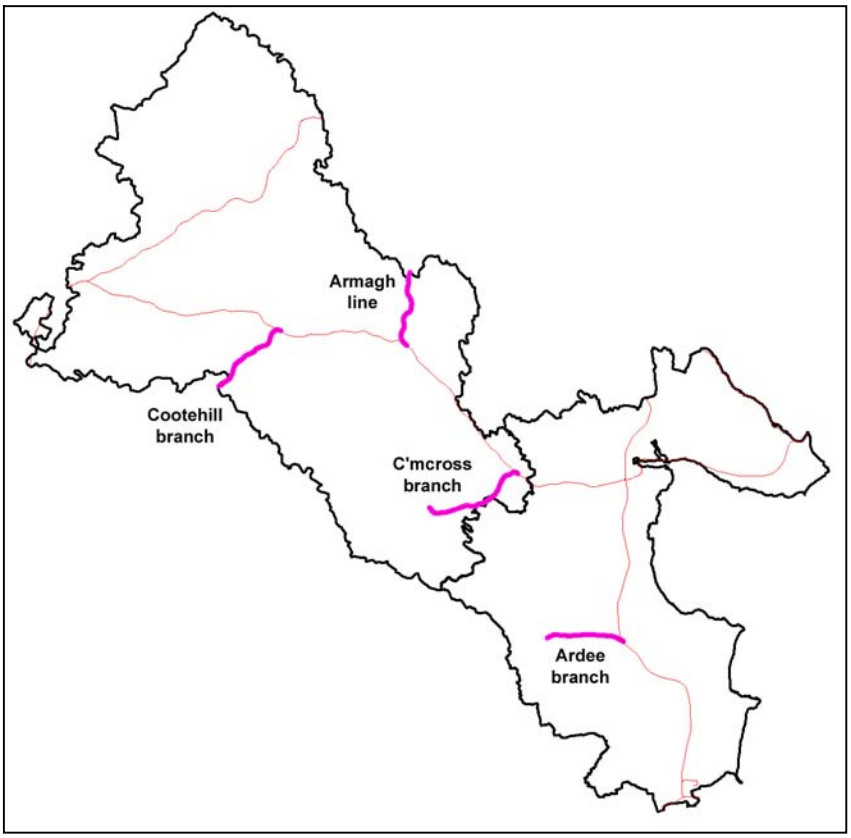



Fig 2.4 Passenger line closures from 1921 to 1950 inclusive. The Armagh line closed completely during this period. Lines which were still open are in red.

[1] A GNR(I) railbus is preserved in the Irish Railway Collection of the Ulster Folk & Transport Museum at Cultra, Co Down.

In August 1947 came the introduction of *Enterprise* expresses which ran from Dublin to Belfast (and vice versa) in 2¼ hours non-stop. Previously, because of customs inspections, it was not unknown for trains to spend 45 minutes at Goraghwood going north or at Dundalk going south. With customs examination of the Enterprise at either terminal, the trains could concentrate on keeping time. A second *Enterprise* train was started in May 1948, enabling the 'up' and 'down' lines to be worked simultaneously.

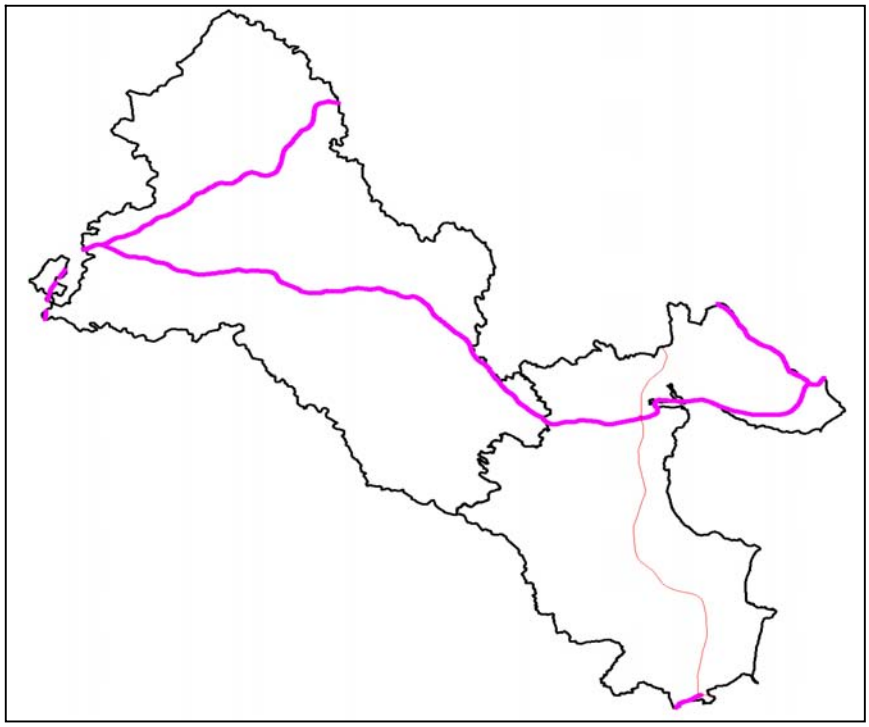
### 2.6 The Great Northern Railway Board

After the war, rail traffic income declined rapidly, and by November 1950, the GNR(I) had almost run out of resources and a total closure of all its lines was authorised by the shareholders.

During this crisis, all services on the Dundalk-Greenore-Newry lines were terminated at the end of 1951 as a result of the ending of cross-channel ferries to Holyhead by British Railways.

The two Governments eventually agreed to meet the Great Northern's deficits and, on 1 September 1953, the GNR(I) became the Great Northern Railway Board (GNRB). The Board comprised five members appointed by the Republic's Minister for Industry and Commerce and five appointed by the Northern Ireland Minister for Commerce. Chairmanship of the Board alternated between northern and southern appointees.

The two governments had radically different approaches to the future of the railways and the resulting lack of funding left the Board with no alternative but to propose large scale closures. The Cootehill line was the first to go, its goods service being withdrawn in June 1955 and the line closed. In 1957, passenger services were withdrawn from the Dundalk-Enniskillen and Portadown-Cavan lines. Goods services between Portadown and Monaghan were also axed at the same time. In 1958, passenger services between Drogheda and Oldcastle were also axed, leaving only the Dublin-Belfast line in passenger operation (fig 2.5).



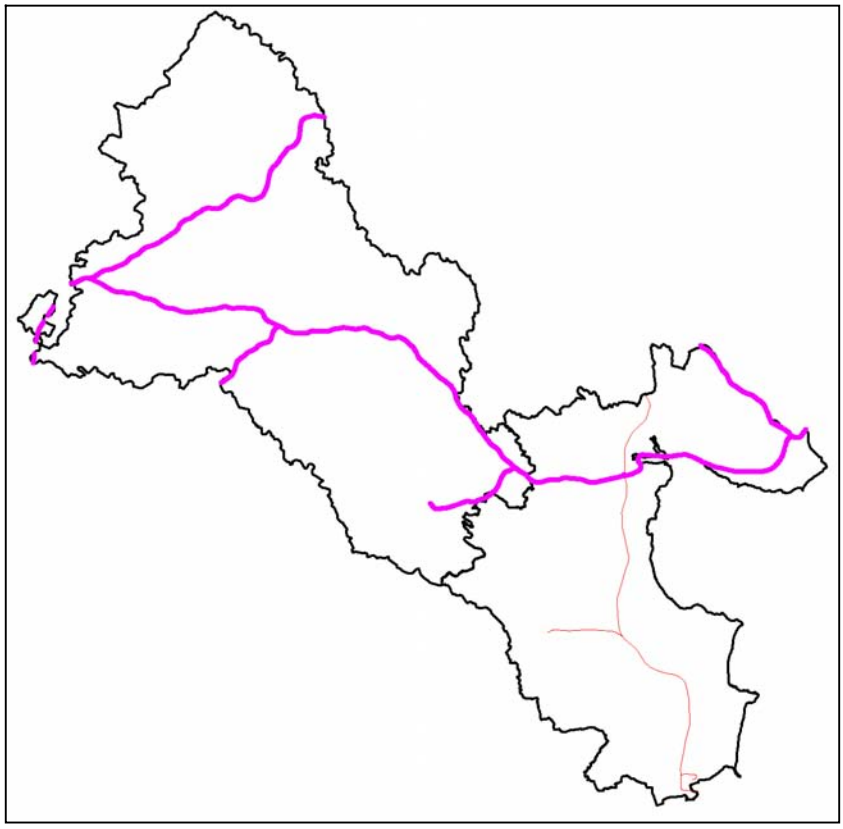
The GNRB only existed for a short time, being wound up at midnight on 30 September 1958. Its assets were divided between Córas Iompair Éireann (CIÉ) and the Ulster Transport Authority (UTA).

Fig 2.5 Passenger line closures from 1951 to 1958 inclusive. The Greenore lines and Armagh-Monaghan line were axed completely in this period. Only the main Dublin line remained open for passengers (shown in red).

## 2.7 Subsequent developments

Amalgamation of railways south of the border had begun in 1924 when most of them were nationalised into the Great Southern Railway. This was renamed Great Southern Railways (GSR) from 1 January 1925 when the Dublin & South Eastern Railway finally joined the group. Córas Iompair Éireann was formed on 1 January 1945, when the GSR merged with various canal, road and tram companies.

North of the border, all the railways with the exception of cross-border ones were nationalised under the Ulster Transport Authority on 1 October 1948. Previously, in 1935, the Northern Ireland government had set up the Northern Ireland Road Transport Board to nationalise all the bus and lorry companies operating within its jurisdiction. With the nationalisation of Northern Ireland's railways in 1948, the name was changed to the Ulster Transport Authority (UTA).



After the GNRB was wound up in 1958, the working of the Dublin-Belfast line was shared between CIE and UTA. CIE also rationalised its operations by closing the Carrickmacross, Dundalk-Enniskillen and Monaghan-Cavan lines at the end of 1959 (fig.2.6).

Fig 2.6 Goods line closures from 1951 to 1960 inclusive. Lines still open in 1961 are shown in red.

Goods services on the Ardee branch held out until 1975. It was not until 1994 that the branch line to the Drogheda cement factory closed. The goods spur from the main Dublin line to the Barrack Street Depot at Dundalk closed the following year. Now, only the Belfast-Dublin line is still open for goods services, along with Drogheda-Oldcastle line as far as the zinc ore mines at Tara, Co Meath.

In April 1967, the Northern Ireland Transport Holding Company took over from the UTA. Its operations were in the hands of Northern Ireland Railways (trains), Ulsterbus (buses) and Northern Ireland Carriers (lorries). The brand name Translink was introduced in 1997 to cover the operations of Northern Ireland Railways, Ulsterbus and Citybus (the Belfast city bus service which had become part of the Group in 1995). NI Carriers was sold to the private sector and disappeared.

In February 1987, CIÉ was also reorganised as a holding company and its operations were devolved to Iarnród Éireann (Irish railways), Bus Éireann (Irish Bus) and Bus Átha Cliath (Dublin Bus).

The growth and decline of the GNR(I) is summarised graphically in fig 2.7. Most of the railway network within Monaghan and Louth was in place by the time of the GNR(I)'s

inception in 1876. The branch lines subsequently constructed by the GNR(I) to Carrickmacross and Ardee and the connecting line from Armagh to Castleblaney did not add appreciably to the size of its network and were also the first, along with the Cootehill branch, to be axed for to passenger traffic. The GNRB's closure of all but the main line for passenger traffic is also evident. Goods traffic persisted slightly longer, and indeed increased in the 1930s with the opening of the Drogheda cement factory branch. Most goods line closures were, in fact, carried out by CIE, the GNRB's successor in the Republic.

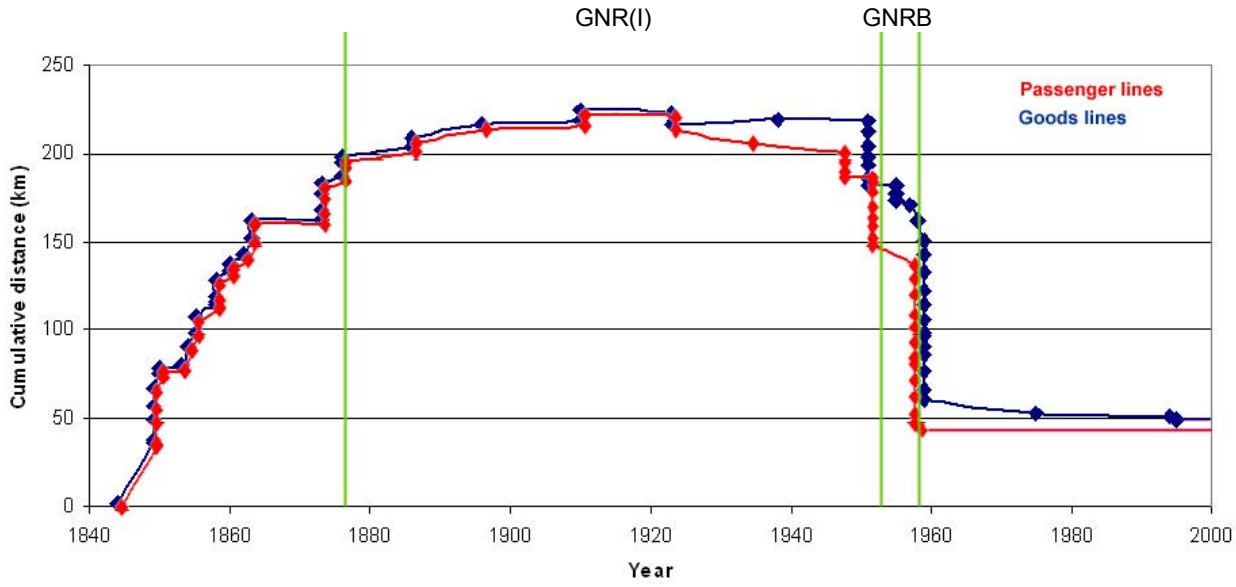



Fig 2.7 Growth and decline of the rail network in counties Monaghan and Louth.

# 3 DUBLIN-BELFAST LINE

Approximately 46km of the 180km Dublin-Belfast line runs through Co Louth from the Co Meath border just south of Drogheda to the Co Armagh border just north of Mount Pleasant (fig 3.1). The project brief was confined to the surveying of closed stations along its route. Accordingly, only Dunleer, Castlebellingham, Drogheda Junction and Mount Pleasant were inspected; Dromin Junction is described under the Ardee line.


Fig 3.1 Course of Dublin-Belfast line and associated stations within Co Louth.

## 3.1 History

The linking of Dublin to Drogheda was first mooted in 1835, the year after the opening of Ireland's first railway between Dublin and Dun Laoghaire (then Kingstown). There were rival schemes to do this by either an inland route (directly from Dublin to Navan and Armagh, for instance, or via Mullingar and Cavan) or along the coast. It was the noted engineer William Cubitt who recommended the latter route.

Despite much opposition by the promoters of rival schemes, the Dublin & Drogheda Railway (DDR) finally obtained an enabling Act on 13 August 1836 to link the two centres. Construction was, however, interrupted for a time whilst the government considered an alternative route directly to Navan. With this distraction eventually out of the way, further financial support was needed for the Drogheda line and a second Act was obtained, with the help of Daniel O'Connell, in 1840. Much of the extra funding came from influential shareholders in the Manchester area.

The line was finally opened, amid much fanfare, on 26 May 1844. Its terminus was later known as Buckies' Sidings and is now the site of a large railcar servicing and maintenance plant.

A month prior to the opening of the Drogheda line, the first meeting of the Dublin & Belfast Junction Railway (DBJR) had taken place under the chairmanship of Lord Charlemont. On 21 July 1845, it obtained an Act of Parliament to construct a line between Drogheda and Portadown by way of Dundalk and Newry. A line from Belfast to Portadown had already been opened by the Ulster Railway in 1842, so the DBJR's scheme would therefore connect Dublin with Belfast.

*Construction*

The contractor for the line from Drogheda to Portadown was William Dargan, the "father of Irish railways". The DBJR's Consulting Engineer was Sir John Macneill (sometimes given as MacNeill) who held the same position with the DDR. He was the first Professor of Engineering at Trinity College, Dublin and had been knighted at the opening of the Drogheda line. In 1849, James Barton was appointed as the company's Resident Engineer.

Construction began on the high ground at Newfoundwell, on the north bank of the River Boyne. In March 1847, Dargan is reported as having 3231 men and 210 horses at work, although this was insufficient to make enough progress to satisfy the company.

The line to Dundalk eventually opened on 15 February 1849, running from a temporary station at Newfoundwell. Its opening coincided with that of the line from Dundalk to Castleblaney, built by the Dundalk & Enniskillen Railway (DER). At first, there were no intermediate stations between Drogheda and Dundalk, but Dunleer and Castlebellingham were added in 1851. Whereas Dunleer Station was in the village, the latter was 2km to the west, as dictated by the routing of the line.

At that time, the bridge across the Boyne at Drogheda had yet to be built. Even so, the DBJR and the DER combined to sell tickets that brought Belfast-bound passengers by rail from Drogheda to Dundalk and then on to Castleblaney. They then boarded a stage coach for Armagh, whence they were conveyed by the Ulster Railway to Belfast.

Financial difficulties delayed the building of the line north of Dundalk and a £120,000 government loan was required for Dargan to continue the line. This section, over mountainous ground, entailed much rock cutting and it was not until 31 July 1850 that the next stretch to Wellington Inn, near Newry, was opened.

The one-platform station at Mount Pleasant was opened at the same time as the line, under the name "Plaster". A year later it was renamed "Mount Pleasant and Jonesborough" until, in 1855, the name "Mount Pleasant" was decided upon. The station closed to passengers on 30 November 1865 but reopened later, only to be finally closed in 1887.

With the completion, in June 1852, of the final section to Portadown, it was now possible to travel continuously between Dublin and Belfast except for a short section over the Boyne at Drogheda. The DBJR bridged the gap with a temporary timber viaduct on 11 May 1853 in response to public demand brought about by the great Dublin International Exhibition. However, trains still stopped at the temporary station at Newfoundwell to allow nervous passengers to make their own way between the two stations by road. By the time that the permanent metal viaduct over the Boyne finally came into use on 5 April 1855, the temporary structure had carried 6000 trains totalling 400,000 tons in weight (fig 3.2).

The track bed of the Dublin to Drogheda railway was made wide enough to take a 6ft 2in line, the gauge in use by the Ulster Railway at that time. However, a Royal Commission adjudicated in July 1843 that the Irish Standard Gauge should be 5ft 3 inches. Even though this recommendation was not enacted by parliamentary statute until 1846, the Dublin-Drogheda line was laid to the new gauge.

Both it and the Drogheda-Dundalk railway were double lines from the start and the remainder to Portadown was doubled between 1858 and 1862.

Fig 3.2 Boyne Viaduct, by Roper Curzon *(Drogheda Municipal Art Gallery).*

*Operation*

The DBJR operated the Drogheda-Portadown section of the route and co-operated with the DDR to the south, and the Dundalk & Enniskillen and Ulster railways to the north. For most purposes, through trains were worked by a mixture of carriages and wagons belonging to all the companies, though the motive power between Drogheda and Portadown was that of the DBJR.

As noted in chapter 2, the DDR and DBJR merged in 1875 to form the Northern Railway Company (Ireland). The Dundalk & Enniskillen subsequently merged and when the Ulster Railway also joined, the Great Northern Railway (Ireland) was created on 1 April 1876.

In 1894, Dundalk Junction Station was relocated northwards from the Ardee Road to its present position north of the Carrickmacross Road, opening on 1 June of that year. It was designed by W.H. Mills, the GNR(I)'s Civil Engineer at that time. He introduced the distinctive yellow brick design of station buildings of which the new Dundalk station, Ardee, Lisburn and Malahide are the best survivors.

In 1896, the GNR(I) opened a branch to Ardee from Dromin Junction, on the main line between Dunleer and Castlebellingham (chapter 4). The station building at Ardee is also testimony to Mills' distinctive architectural style.

It is difficult to describe the traffic on the railway between Dublin and Belfast other than the phrase "everything you can think of". Linking two of the island's main cities, the movement of people, parcels and mail were of paramount importance.

Any study of GNR(I) trains will show a steady progression of larger locomotives, longer and heavier passenger trains with the introduction of lavatories, corridor connections, dining facilities and more luxurious fittings as well as travelling post offices. The locos on the main line were replaced at roughly ten-year intervals. Eventually the condition of the Boyne Viaduct meant that some of the newer goods locos were too heavy to be allowed across even when the track on the viaduct was simplified so that only one train could be on the metal spans at one time. The metal spans underwent a total replacement in the early 1930s (fig 3.3).

Fig 3.3 Boyne Viaduct with replacement steel spans.

In 1938, the GNR(I) opened a short branch line from just north of Newfoundwell to Cement Ltd's works on the Boyne at Drogheda (chapter 12).

During the 1939-45 war, an informal railcar service was supposedly run between Dundalk and Mount Pleasant but, so far, no documentary proof has come to hand.

In September 1953, the GNR(I) was taken over by the governments of the Republic of Ireland and Northern Ireland and became the Great Northern Railway Board (GNRB). Although a number of passenger services were withdrawn on the GNR(I) network, the only significant impact on the main line was the closure of Dromin Junction Station in 1955.

The GNRB was disbanded in September 1958, its assets being divided between the Ulster Transport Authority (UTA) and Córas Iompair Éireann (CIÉ). From that time until now, the working of trains between Dublin and Belfast has been shared by the UTA and CIÉ and their respective successors, Northern Ireland Railways and Iarnród Éireann.

In 1966, three stations on the line were renamed to mark the 50th anniversary of the 1916 Rising. The terminus at Amiens Street, Dublin became Connolly Station, after James Connolly. Drogheda Station became MacBride Station, after Sean MacBride, and Dundalk was renamed Clarke after Thomas Clarke. .

In 1995, when CIÉ wanted to carry continental-sized containers on its goods trains to and from Belfast, many of the bridges over the railway had their stone arches replaced with squarer-section pre-cast reinforced-concrete portal units and T-beams. Unfortunately, the container traffic did not last very much longer than the completion of the bridge renewal programme the following year.

The station at Dunleer was closed on 5 September 1976. It reopened on 11 June 1979 only to close again on 26 November 1984.

Castlebellingham Station also closed on 5 September 1976 but has not reopened; it had the distinction of being the last DBJR station to get the electric telegraph back in 1868.

The Dublin-Belfast line is, of course, still open for passenger traffic and this has been intensified recently with more passenger trains operating between Dundalk and Dublin. There are now no goods trains between Dundalk and Drogheda other than Guinness trains but these are under threat since the motorway to Dublin opened.

### 3.2 Stations and other sites

Drogheda MacBride Station is still in operation and is therefore outside the scope of the present study. Dromin Junction, which was built in 1896 to serve the Ardee branch, is described in chapter 4.

Dunleer Station (01101), the first station north of Drogheda, has been closed for over 20 years (fig 3.4). The now-derelict station building bears the distinctive style of W.H. Mills and probably dates from the 1880s or '90s. What was, until recently, the station house probably doubled as the ticket office etc prior to that; this building has since been converted into Council offices. The now-abandoned platforms also survive, as well as a goods shed at the south end of the complex.

Fig 3.4 Dunleer station building.

Castlebellingham Station (01301) was similar to Dunleer in terms of its range of buildings. However, no new station building was ever built, the various offices and station master's house continuing to be housed under the one roof throughout. Nothing survives apart from a forlorn platform on either side of the main line.

At the former Dundalk Junction Station (01401), between the Ardee and Carrickmacross roads, a large building formerly containing the station master's house, offices and other living quarters survives on the up line together with a goods shed (fig 3.5). Opposite are the remains of a platform originally shared with the Irish North Western but now defunct.

Fig 3.5 The station building at Dundalk Junction.

Dundalk Junction Station was relocated north of the Carrickmacross Road and reopened in 1894. Although it retains many original features, it is still in use and was therefore not surveyed.

Fig 3.6 The former General Stores at the GNR Works.

South of the Ardee Road is the very extensive GNR(I) Works (01402), built c.1880 by W.H. Mills on both sides of the main line (fig 3.6). They were used for the assembly and repair of the company's locomotives, carriages and wagons. Although closed as a loco works in the early 1960s, many of the buildings are still used for a variety of commercial and light industrial purposes. They are particularly impressive for their vast scale and yellow brick detailing around the openings of their red brick buildings.

Immediately east of the Works is a purpose-built village (01403), erected at the same time to house employees (fig 3.7). Particularly notable are the two long terraces, several ornate villas and the Institute, all of which are executed in similar materials to the Works and doubtless designed by Mills.

Nothing whatsoever is to be found at Mount Pleasant except for an unpleasant tangle of brambles along the trackside. It, too, had a two-storey station building-cum-house, but no goods shed.

Fig 3.7 Brook Street terrace, Ardee.

### 3.3 Significant sites

Castlebellingham and Dundalk Junction Stations have features of local industrial heritage interest. A further three are of regional significance (fig 3.8). In the following list, site component numbers are in brackets and those currently in the Record of Protected Structures are highlighted in red.

| | |
|---|---|
| 01101 | Dunleer Station - **station building (1)**, platforms (2a, 2b), station house (4), **goods shed (5)** |
| 01402 | GNR Works |
| 01403 | GNR Works village |

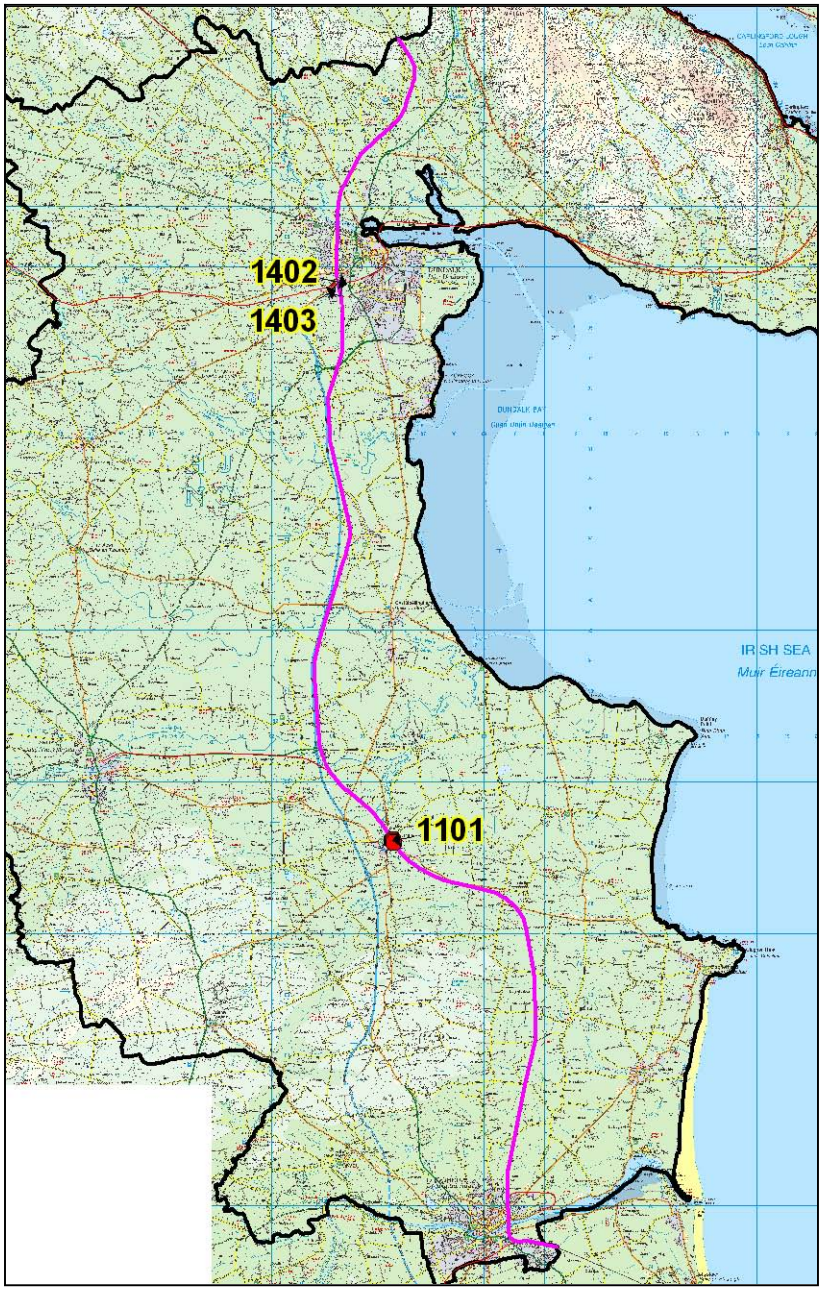



Fig 3.8 Sites of regional industrial heritage significance on the Drogheda-Belfast line.

# 4 ARDEE BRANCH

This 8km branch line connected Dromin Junction, on the Drogheda-Dundalk railway, and the town of Ardee; it falls entirely within Co Louth (fig 4.1).

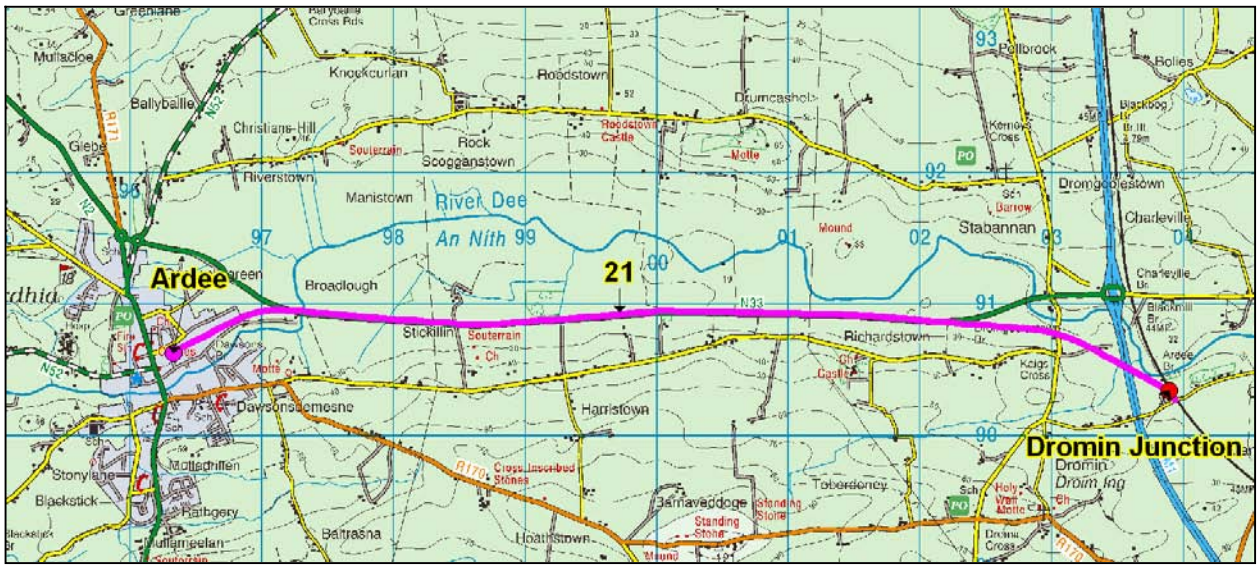



Fig 4.1 Course of Ardee branch showing sections and stations.

## 4.1 History

The line was built by the Great Northern Railway (Ireland) some 47 years after the line from Drogheda to Dundalk was opened. There had been a proposal, in 1884, to build a steam roadside tramway from Dundalk to Ardee but the GNR(I) successfully opposed this and, seven years later, proposed their own Bill to build a branch from the main line at Dromin. This Act was passed on 27 June 1892.

*Construction*

The resourceful and energetic W.H. Mills was the GNR's Civil Engineer at the time this line was built and it is quite likely that the branch was designed and constructed "in house" by the railway company's own people. It opened on 1 August 1896.

The line was built to the Irish standard gauge of 5 foot 3 inches and was single throughout. There were no intermediate stations between Dromin Junction and Ardee, nor any physical obstacles along its route other than the River Dee which was crossed near the Ardee end.

*Operation*

The branch was worked by the GNR(I) throughout its working life. As Ardee was a market town, its traffic was primarily agricultural. Other than cattle, one notable traffic was grain which was loaded at Ardee for Dublin bakeries.

The Ardee Branch was closed to passenger traffic as early as 2 June 1934 in the aftermath of a protracted strike the previous year. Dromin Junction Station did, however, remain open to passengers until 31 January 1955.

The carriage of agricultural produce out of Ardee was the principal factor in the line remaining open for goods traffic after it closed for passengers. This traffic continued after the war thanks to the construction of a massive grain drying and storage facility in the station yard by Messrs Odlums. This traffic was augmented with Allis-Chambers

tractors which were imported from America in kit form by McGee's of Ardee, assembled, and then dispatched by rail as finished units.

*Closure*

Although closed to general passenger traffic since 1934, the line was occasionally used for specials, usually in connection with GAA football matches (fig 4.2). All traffic came to a halt when CIE, a successor of the GRN(I), withdrew its goods service on 2 November 1975.

Fig 4.2 A special from Ardee passes Dromin Junction en route to Drogheda in October 1975, a month before the line closed *(Friel 1995).*

## 4.2 Line description

The line branched off the main Dublin-Belfast line at Dromin, 3km north-west of Dunleer, and ran in a westerly direction along the floodplain of the River Dee. The river meandered to the north of the line and was crossed within a kilometre of its Ardee end. The section between its terminals, designated here as section S021, is 7.81km long.

With the opening of the MI motorway, a new link road was constructed between it and Ardee, following the line of the former railway for much of the way.

A 5.7km long public footpath on the south side of the embanked road follows the line of the former railway, from feature 2108 to the west end of Ardee Station (S02101). Between features 2108 and 2109, the path is overgrown and is just passable. The south side of the track has been refenced and all level crossings removed. Some of these former crossings are still used by farmers and continue as culverts under the new road.

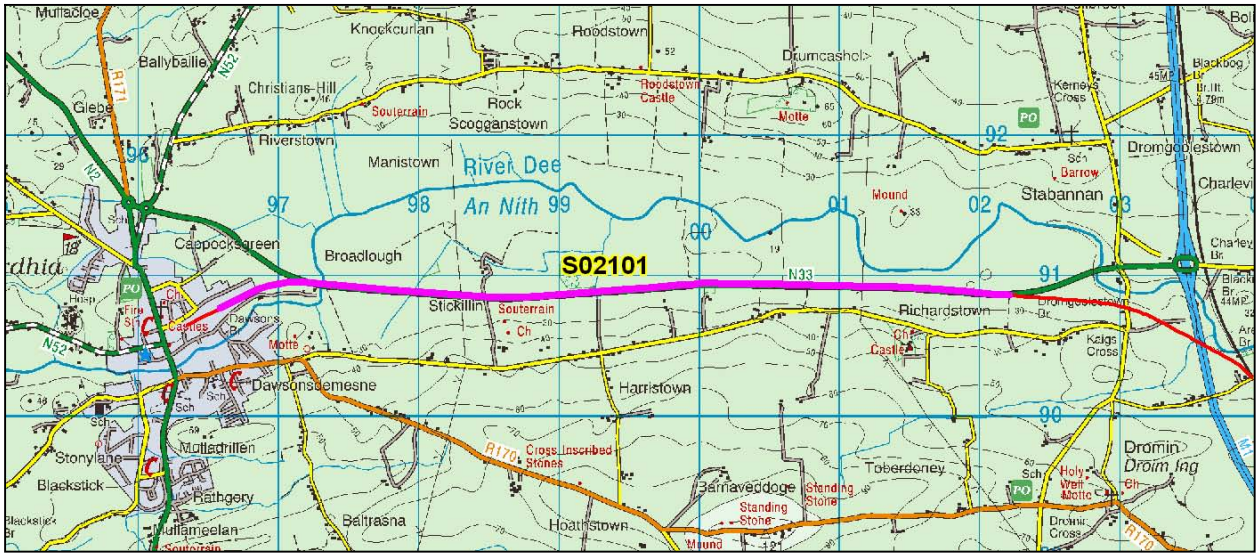



Fig 4.3 Stretches of interest along the Ardee branch.

## 4.3 Sites

Besides the stations at either end, there were four bridges and 21 level crossings along this line.

*Stations*

Most of Dromin Junction Station (02101) has been cleared save for the northbound platform and a water tower at its north end. The station master's house, on the main road, has been substantially altered, but the adjoining houses for the station staff retain much of their original character (fig 4.4).

Fig 4.4 Railway cottages at Dromin Junction.

Considerably more survives at Ardee (02201), notably the station building, platforms, site entrances, engine shed, station master's house and grain silos (fig 4.5) The double-pile yellow-brick station building is virtually identical to that at Carrickmacross and similar to the 1894 station at Dundalk, all of which were designed by W.H. Mills. The cattle beach (loading platform) reflects the livestock traffic from this end of the line.


Fig 4.5 Ardee station building *(left)* and grain silos *(right).*

*Bridges*

Apart from the footbridge over the Dublin-Belfast line at Dromin, there were only four bridges on this line – one rail/river, two rail/road, and one road/rail. This low number compared with level crossings reflects the general flatness of the ground and deft avoidance of most of the roads which existed when the line was being built.

Fig 4.6 Rail bridge over the Dee.

The skew rail beam bridge over the River Dee is the most substantial survivor (02125) and has been refurbished as part of the footpath which follows the line for much of its course (fig 4.6).

One of the rail/road structures is a beam bridge over a public road and the other is a brick arch over an accommodation track. The former has been largely demolished to facilitate traffic, but the other survives complete (02102).

The road/rail bridge is a fine example of a skew brick arch (02104). Interestingly, its orthogonal span is only 4.81m (15ft 9in), as opposed to the more usual 9.14m (30ft). This reflects the fact that a single rather than double track was only ever envisaged.

*Level crossings*

Of the 24 crossings, only one survives, albeit incomplete, just west of the bridge over the Dee (02126). Its gate is of diagonally reinforced horizontal bars, not the more usual sunburst variety. Whether it is typical of the line is impossible to say as all the others have gone, having probably been cleared when the new link road with the M1 was built.

The absence of level crossing houses can be explained by the fact that the one public road which crosses the line is carried on a bridge.

## 4.4 Significant sites

Four sites have features of local industrial heritage interest. A further three are of regional significance (fig 4.7). In the following list, site component numbers are in brackets; those currently in the Record of Protected Structures are highlighted in red.

| | |
|---|---|
| 02104 | Bridge (road/rail) |
| 02125 | Bridge (rail/river) |
| 02201 | Ardee Station: **station building (1)**, platform (2); goods beach (4); cattle beach (5); **engine shed (6)**; **station house (11)**; station entrance (12), livestock entrance (13) |

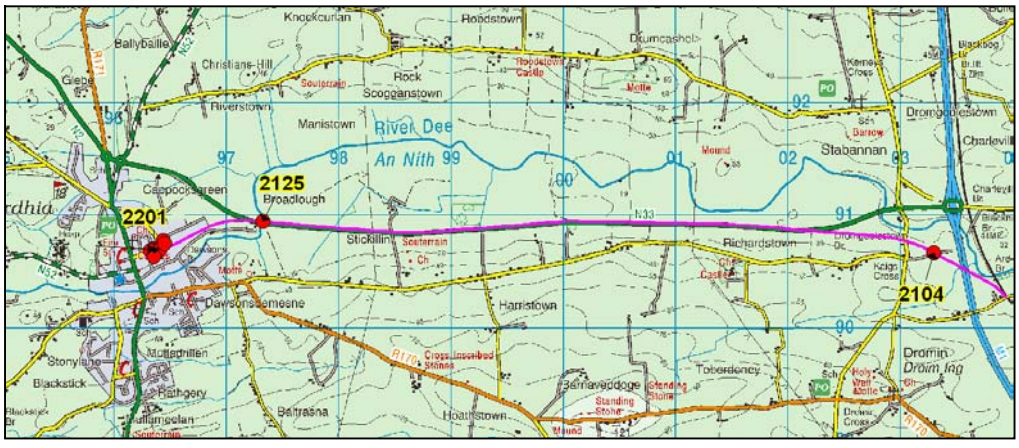



Fig. 4.7 Sites of regional heritage significance on the Ardee branch.

# 5 DUNDALK-ENNISKILLEN LINE

This line ran from its head-on junction with the Dundalk, Greenore & Newry Railway at Windmill Road, Dundalk, to Enniskillen, a distance of 101km (fig 5.1). The section within counties Louth and Monaghan comprises the first 67km of the route.

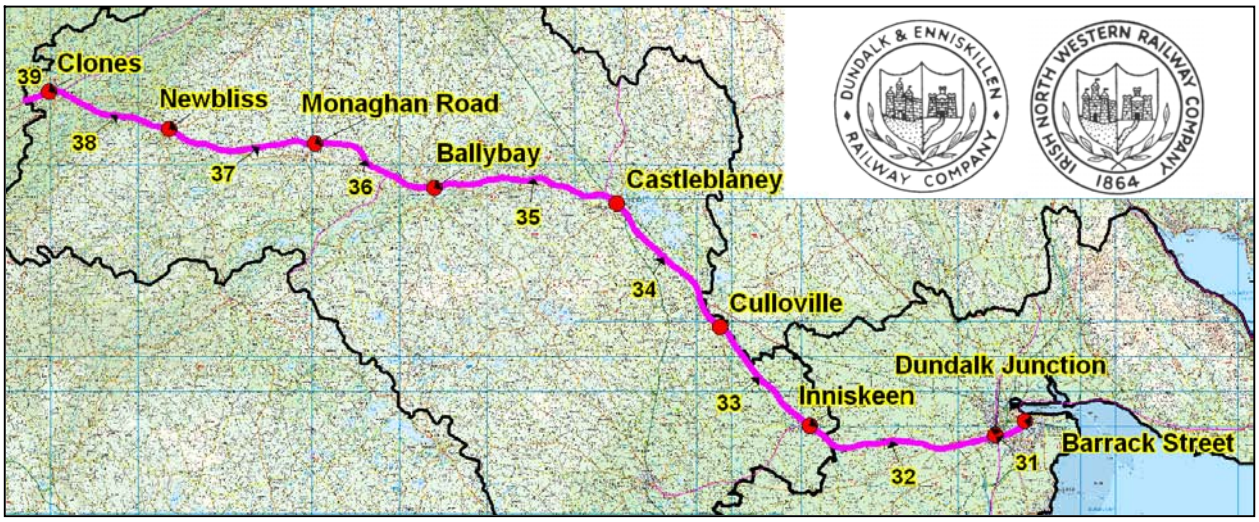



Fig 5.1 Course of Dundalk-Enniskillen line within study area showing sections and stations.

## 5.1 History

A railway running inland to the west of Dundalk was first advocated by the Dundalk & Western Railway which obtained an Act of Parliament in 1837. The intention was to build a line from Dundalk to Ballybay. The first sod was ceremonially cut in May 1839, just four months before the first railway in Ulster was opened between Belfast and Lisburn by the Ulster Railway. The Dundalk & Western scheme languished, however, and nothing further was done.

The scheme that did come to fruition was one proposed by the Dundalk & Enniskillen Railway (DER). This company was incorporated in July 1845 and construction began at the Dundalk end the following December. The company's intention, despite its title, was to build the first 64km as far as Clones where it was to join forces with the Newry & Enniskillen Railway (NER) for the remaining 35km to Enniskillen. Various crises led to the NER abandoning its plans to build from Armagh to Enniskillen and a change of name to the Newry & Armagh. It did not reach Armagh until 25 August 1864 and its powers to lay a line from Clones to Enniskillen were transferred to the DER.

*Construction*

The DER's Consulting Engineer was Sir John Macneill. Construction began on 15 October 1845 from the Dundalk end towards Castleblaney, the contract having been awarded to McCormick & Dargan and Coyle & Atkinson. The line began at Barrack Street and swept around the south of the town and, at the Square Crossing, crossed the Dublin & Belfast Junction Railway which was being built at the same time. It is not known whether Coyle & Atkinson used any locomotives in their building work but Dargan is recorded as employing 3000 men as well as using four locomotives built by Grendons of Drogheda in 1848. Three of the engines later passed to the DER; Dargan bought the fourth for use on later contracts.

Progress on this 29km section was reported to be slow. The Coyle & Atkinson contract was taken over by William Dargan and the line to Castleblaney eventually opened on 15 February 1849, the same day as the Dublin & Belfast Junction Railway's line between Drogheda and Dundalk (chapter 3).

The line was to the Irish standard gauge of 5 foot 3 inches. At first, the rails were of the wrought-iron “Barlow” type, laid directly on the ballast without sleepers. These were subsequently replaced with steel rails on sleepers. Examples of the former can be seen in the vicinity of the signal cabin at Ballybay. The DER and DBJR shared a station at Dundalk Junction, just north of the Ardee Road bridge, the DER paying an annual rental to the latter for its use. However, goods were mainly dispatched from a depot at Barrack Street. There were also stations (which doubled as passing places) at Inniskeen, Culloville and Castleblaney. From its opening until the end of 1850, William Dargan worked the line under contract from the DER.

Building the line to the west of Castleblaney was harder going for Moore Brothers, the contractors for this section, because of outcrops of rock interspersed with stretches of bog and because of shortages of money. This resulted in the line being built in piecemeal fashion and further Acts of Parliament were needed to extend the company’s powers.

The section to Ballybay, 11km west of Castleblaney, was opened on 17 July 1854. Newbliss, 16km further on again, opened just over a year later, on 14 August 1855.

In January 1856, a section of track just west of Castleblaney subsided and one of Sir John Macneill’s “ingenious processes” (sadly unspecified) was used to rectify the problem. This incident also resulted in Messrs McCormick, Green & Smith taking over Moores’ contract.

From Newbliss, the next 26km to Lisnaskea, Co Fermanagh, opened on 7 July 1858 and included the station at Clones (fig 5.2). The original target of Enniskillen was eventually reached in February 1859, where it soon linked up with the line to Londonderry, opened five years previously.

The short section of line between the Barrack Street Yard and Windmill Road Junction, where the Dundalk & Greenore Railway began, opened in 1873, thereby enabling the latter’s trains to access Dundalk Junction Station.

Fig 5.2 Clones Station, opened in 1858.

*Operation*

As noted above, the DER took over working the line from William Dargan in 1850. During the time when Castleblaney was the western terminus, the trains connected with mail coaches for Armagh and Enniskillen. Once the line was completed to Enniskillen, there were four trains each way between Dundalk and Enniskillen on weekdays.

When first opened, there were no other stations on the line between Dundalk and the Monaghan/Fermanagh border apart from those noted above. An additional one was opened at Monaghan Road, halfway between Ballybay and Newbliss, on 1 March 1859. The DER also opened a branch line to Cootehill in October 1860 (chapter 8) and a line from Clones to Cavan in April 1862 (chapter 9).

On 1 January 1860, the DER took a lease in perpetuity of the Londonderry & Enniskillen Railway, thus enabling it to run through trains from Dundalk to Londonderry. To reflect its new importance, the company changed its name to the Irish North Western Railway by an Act of 7 July 1862, having flirted with the idea of calling itself the Dundalk, Enniskillen & Londonderry Railway. Although cited as the ‘Irish North-western Railway’ in its Act, the company used the name without the hyphen and with a capital W.

Clones also became directly linked to Belfast when the Ulster Railway arrived from Armagh in March 1863. This was a much more direct route that that via Dundalk.

It has to be said that the Irish North Western (INWR) served no large areas of population nor any significant industry, so its financial prospects could not be good. Moreover, the Belfast-Londonderry line, completed in 1855, and the Omagh-Portadown line of 1861 both drained the INWR of much of its potential traffic. Thus, the company's shaky financial status worsened, no dividends were paid to shareholders after 1862 and, in 1864, the new INWR was said to be in a "state of pecuniary embarrassment".

Even so, it managed to afford gas lighting for Ballybay in 1872. The station master at Inniskeen was in trouble in 1869 for allowing a party of people with third class tickets to travel in the first class carriage. On 12 August 1875, he also let a mixed train for Dundalk leave the station even though a special goods train was due in from Dundalk. The signalling was not foolproof in those days and the two trains met east of Newbliss with much damage done to both locomotives.

As noted in chapter 2, the Dublin & Drogheda Railway merged with the Dublin & Belfast Junction Railway on 1 March 1875 to form the Northern Railway Company (Ireland). It probably came as some relief to all concerned with the INWR that it joined this new amalgamation with effect from New Year's Day, 1876. With the joining of the Ulster Railway on 1 April 1876, the Great Northern Railway (Ireland) was formed.

The Dundalk-Enniskillen line was linked to Carrickmacross by means of a branch line in 1886 (chapter 6). In 1894, the station at Dundalk was relocated to just north of the Carrickmacross Road (this is the one still in use on the main line). In 1908-09, a line was opened from between Armagh and Castleblaney via Keady (chapter 7).

Soon after partition in 1921, the traffic on the Enniskillen-Clones section of the line dipped because much of it which originated in Co Fermanagh was now being rerouted through Enniskillen and Omagh to avoid the border. The Dundalk-Clones section suffered less disruption as the trains were not subject to the unpredictable delays at customs posts. The village of Culloville, though, was something of an exception to the rule for, while it was in Northern Ireland, the station was south of the Border in the Irish Free State. While there was no Customs establishment at the station, there was a post on the road connecting village to station and, if rumours are to be believed, smuggling (or "carrying", to use the vernacular term) became something of a way of life.

Two halts were opened after partition - Kellybridge Halt, on the Dundalk-Inniskeen section, in 1924, and Blackstaff Halt, between Inniskeen and Culloville, on 15 August 1927. Between 1934 and an unspecified time in the 1940s, 13 additional stopping places were brought into service for railbuses and railcars (fig 5.3). Whereas stations were equipped with proper platforms and shelters, these stopping places usually had little other than a layer of stones to mark where people could get and off.

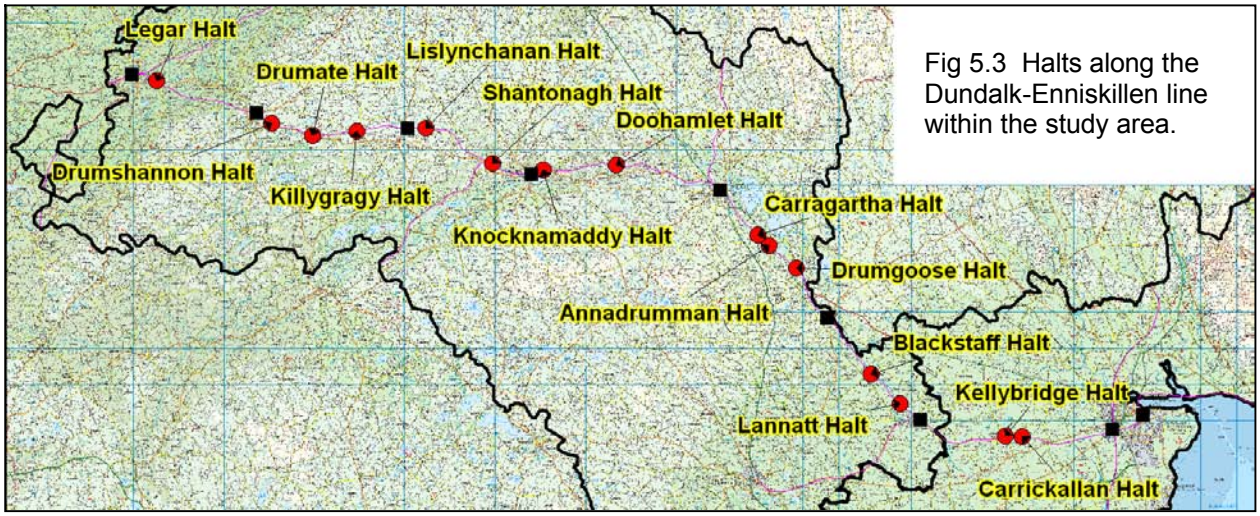



Fig 5.3 Halts along the Dundalk-Enniskillen line within the study area.

*Closure*

The section between Windmill Road and Dundalk West Junction closed to passenger traffic on 31 December 1951, on the same day as the Greenore line (chapter 10). The section between the East and West junctions was also closed to goods traffic.

Around 1955, the Great Northern Railway Board (GNRB), which had taken over from the GNR(I) in 1953, abandoned completely the section from Barrack Street to Windmill Road Junction. At the same time, the Ministry of Industry & Commerce closed the section onwards to St George's Quay. Only the connecting spur between Barrack Street and the Dublin-Belfast line (at Dundalk South Cabin) was still open for goods traffic.

Following the GNRB's total closure of the line from Clones to Omagh on 30 September 1957, the section from Dundalk Station to Clones closed to passengers on 13 October 1957. However, the GNRB continued to run goods trains and a daily railcar to Clones and Cavan for parcels and mail and it was possible for passengers to buy a ticket for this service. There were also occasional passenger specials, usually for GAA matches.

Córas Iompair Éireann, the GNRB's successor, closed the line completely on 31 December 1959. By the following July, lifting of the track had started at Dundalk and the materials recovered were worked to Mullingar by way of Clones, Cavan and Inny Junction. The last section into Clones was lifted in December 1960.

The short section between the Barrack Street Depot, East Junction and the main Dublin-Belfast line remained operational until closure by Iarnród Éireann at the end of 1995. Rail freight operations were then transferred to a new depot on the Ardee Road, on the site of the old DER Junction Station.

## 5.2 Line description

The line started at a head-on junction with the Greenore line at Windmill Road, Dundalk. Sweeping around the south side of the town and crossing the main Dublin-Belfast line on the Square Crossing, it headed west to pick up the Fane River which it followed to Inniskeen and Culloville, beyond which it cut through rolling country to Castleblaney. Beyond the town, it picked its way west through the drumlins eventually arrived in Ballybay. Continuing westwards through slightly higher terrain, it crossed the Rockcorry-Monaghan road and continued on to Newbliss. Beyond that, the line cut through a high drumlin at Ballynure. It then crossed the low-lying ground around the Finn River and the Ulster Canal in several substantial viaducts. On its approach to Clones, the line was shared with the Ulster Railway from Portadown. A short stretch of line beyond Clones brought the line into Co Fermanagh. The sections between stations are as follows:

| Section | From | To | Length (km) |
|---|---|---|---|
| 31 | Windmill Road Junction | Dundalk West Junction | 2.38 |
| 32 | Dundalk Junction Station | Inniskeen | 11.34 |
| 33 | Inniskeen | Culloville | 7.76 |
| 34 | Culloville | Castleblaney | 9.39 |
| 35 | Castleblaney | Ballybay | 10.98 |
| 36 | Ballybay | Monaghan Road | 7.71 |
| 37 | Monaghan Road | Newbliss | 8.75 |
| 38 | Newbliss | Clones | 7.35 |
| 39 | Clones | Co Fermanagh border | 1.47 |
| | | *Total* | *67.13* |

Many small sections of line have been reclaimed for agriculture; cuttings have been infilled and embankments reduced in height or completely levelled. The Monaghan Way runs along or beside the track bed between Inniskeen, Culloville and beyond and takes in several good cuttings and embankments. The deep cutting in Ballynure townland, and the onward continuation of the line as an embankment to the Finn River are of special note. The following stretches of track bed are of particular interest (fig 5.4):

| Section | Location | Type | Length (m) |
|---|---|---|---|
| S03101 | From the former footbridge over the line (feature 03105) to just before the Square Crossing (03109). | Level | 479 |
| S03301 | From the Fane River Bridge (03305) and former Blackstaff Halt (03310). The Monaghan Way runs along this stretch. | Cutting; Embankment; Level | 2088 |
| S03302 | From just after 03314 to Culloville Station (03401). The Monaghan Way follows its course. | Cutting; Embankment; Level | 2377 |
| S03401 | From Culloville Station (03401) to the main road at the former Ballynacarry Bridge (03406), The Monaghan Way follows along or beside its course. | Cutting; Embankment; Level | 1878 |
| S03701 | From east of feature 03703 to Killygragy Crossing (03705), | Level | 1355 |
| S03801 | From a rail/road bridge (03811) to the bridge over the Finn River (03816). | Cutting; Embankment | 756 |

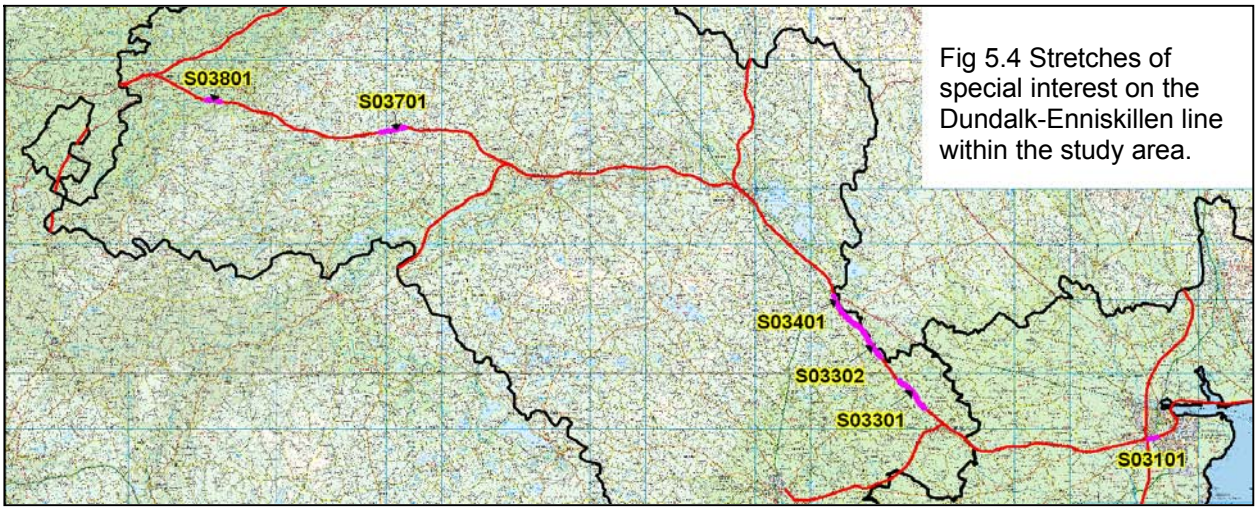



Fig 5.4 Stretches of special interest on the Dundalk-Enniskillen line within the study area.

## 5.3 Sites

There were eight stations along the route within the study area: Dundalk Junction, Inniskeen, Culloville, Castleblaney, Ballybay, Monaghan Road, Newbliss and Clones. The average distance between them, as measured along the line, was 9km. The station at Dundalk Junction was shared with the Dublin-Belfast line from its inception. Newbliss and Ballybay respectively served the Carrickmacross and Cootehill branch lines later in the 19th century. A year after it opened, Clones Station also began servicing the Ulster Railway's line from Portadown

In addition to these stations, there were 15 halts and stopping places for railcars and railbuses, 94 bridges, 100 level crossings, and 16 level crossing keepers' houses, and several miscellaneous features such as a tunnel, water tower and telegraph poles.

*Stations*

The DER shared Dundalk Junction Station with the Dublin & Belfast Junction Railway and there does not appear to have been a DER station building of the same calibre as elsewhere on its line. At Inniskeen, Castleblaney, Newbliss and Clones, the station building and station master's house were in the same block, but at Culloville and Monaghan Road they were separate. At Ballybay they may have been under the one roof originally. The present station house is probably an 1880s or '90s addition as it bears the distinctive decorative brickwork favoured by W.H. Mills, the GNR(I)'s Chief Civil Engineer from 1877 to 1909. It is also virtually identical to the station house at Carrickmacross, opened in 1886.

The station house at Castleblaney (03501) is very similar to that on the DBJR line at Dundalk Junction (fig 5.5). The latter is attributed to Sir John Macneill and, as he was the consulting engineer on both lines, the former is probably his work as well.

Fig 5.5 Castleblaney Station.

Ballybay (03601) and Newbliss (03801) are also of virtually-identical two-storey double-gable design (fig 5.6). The original design of Inniskeen is uncertain due to later modifications. Patrick Kavanagh (1904-67) was born near Inniskeen and mentions the railway in several of his poems ('The Great Hunger' and 'In Memory of my Mother').

Fig 5.6 Ballybay Station *(left)* and Newbliss Station *(right).*

Given its much smaller scale of operation, the single-storey building at Monaghan Road (03701) is surprising for the quality of the stonework around its door and windows (fig 5,7). According to its owner, it was originally two storeys high, but was partly destroyed during the 1916 rising.

Station buildings and houses survive at five sites, with only Culloville and Clones demolished. All are still in use, mostly as dwellings, and retain their original character to varying degrees.

Fig 5.7 Monaghan Road Station.

With the exception of Dundalk Junction and Culloville, all the stations also had goods sheds. At the Dundalk end of the line, there was a separate goods depot at Barrack Street. Only the sheds at Newbliss and Clones (03901) are still standing (fig 5.8).

Fig 5.8 Goods shed at Clones.

There were also water tanks to fill the loco tenders at Barrack Street, Inniskeen, Castleblaney, Ballybay and Clones. That at Barrack Street (03102) appears to be an original structure, comprising a large cast-iron tank supported on random rubble walls. The one at Ballybay (03603) was not erected until 1921 and consists of a large concrete tank on brick walls (fig 5.9). Its location beside the Dromore River probably explains why it lies some distance west of the actual station.

Fig 5.9 Water tower west of Ballybay Station.

Signal boxes were located at every station except Monaghan Road to control the line traffic between them. The points for the passing places and goods sidings within the stations were also controlled from the cabins. These all seem to have been the work of W.H. Mills and date from the late 1800s when he upgraded the signalling system. Only the cabins at Ballybay and Newbliss survive, albeit without their contents (fig 5.10).

Fig 5.10 Signal Cabin at Newbliss.

The goods store at Barrack Street survives and has been recently refurbished as offices. Most notable of all, however, is the loco shed at Clones (03901). In plan, this reinforced-concrete structure forms a sector of a circle, with its centre at the turntable (now gone) from which the locos were directed into each of its 12 bays. Erected c.1925, this was the first building of its type in Ireland, pre-dating an identical one in Portadown by some months (fig 5.11).

At all the stations, their various constituent components have been demolished to varying degrees. Newbliss is the most intact, retaining its station building/house, platforms, signal cabin, waiting shelter and goods shed.

Of the various halts and stopping places, only the platform at Blackstaff remains. Most of the other locations consisted of little more than hardstands for passengers to disembark from the railcars and buses.


Fig 5.11 The reinforced-concrete engine shed at Clones Station.

*Bridges*

There are 94 bridges on this line, 18 carried the railway over watercourses, 42 carried it over roads, 30 carried roads over the line, and four were footbridges. The line is notable for the relatively large number of multi-span metal girder bridges over watercourses, roads and low-lying ground, particularly in the vicinity of Clones (fig 5.12). These date from the 1920s and are renewals of original lattice girder and timber bridges.

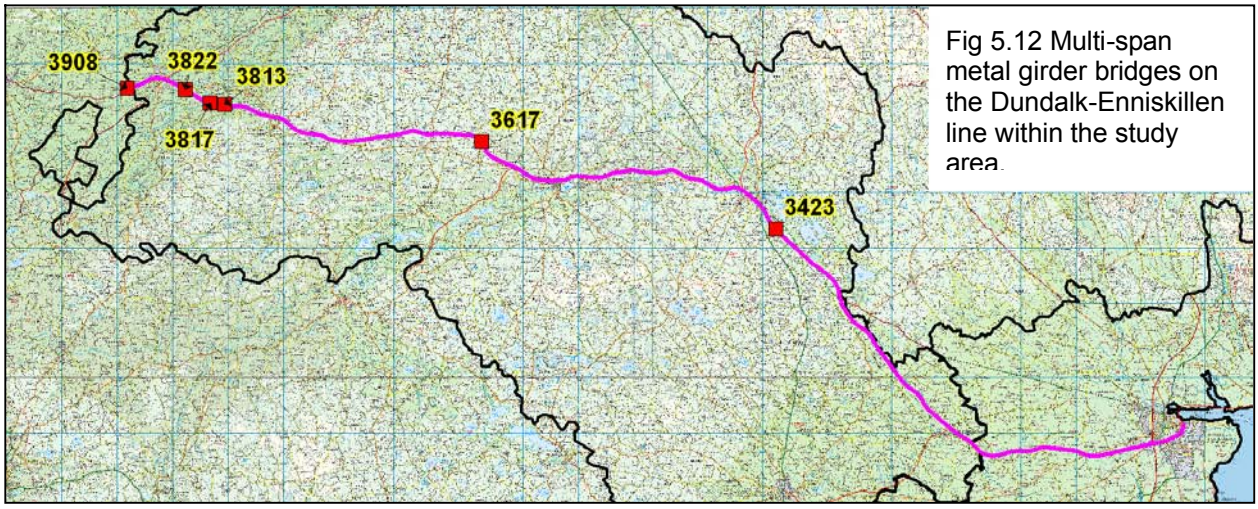



Fig 5.12 Multi-span metal girder bridges on the Dundalk-Enniskillen line within the study area.

All but four of the 18 railway bridges over watercourses are intact arches. The four incomplete ones are all multi-span beam bridges, the girder spans of which have been removed. At three of these sites, the decks were supported on cast-iron columns filled with concrete. The columns supporting the 45m long triple-span viaduct over the Ulster Canal near Clones (03822) are now an incongruous sight as the embankments at either end have been removed (fig 5.13). The fourth viaduct, an eight span structure some 115m long in Ballynure townland near Anlore (03813), has mass concrete piers dating from 1925 and formerly had a plate girder deck.

Fig 5.13 Remains of girder beam bridge over Ulster Canal near Clones.

The masonry rail/river bridges generally have semicircular arches spanning 3-6m and are of constructed entirely of stone (only one, on the Castleblaney-Ballybay section has a brick soffit). Exceptionally, one over the River Fane north-west of Inniskeen has a 10.8m span (03705). Most remarkable of all is the one over the Finn south of Anlore which spans 19.7m (03816); this is possibly one of the largest single span masonry bridges in the entire country (fig 5.14).

Fig 5.14 Rail bridge over the Finn River near Anlore.

Of the 42 rail/road bridges, only 23 have substantial remains or are complete. Their low survival rate – just over 50% - reflects the susceptibility of this type of bridge to demolition in order to improve head clearances and straighten dog-leg approaches for vehicular traffic.

Arches were generally deployed on both public roads and accommodation tracks, their respective typical spans being 7.6m (25ft) and 3.7m (12ft). Most have stone soffits, but brick was sometimes utilized between Dundalk and Castleblaney, the earliest section of the line to be built.

Beam bridges were generally reserved for accommodation tracks, but all their decks have been removed since closure (probably for their scrap value). Interestingly, the longest girder span – 7.52m at bridge 3608 – required diagonal struts under the deck to provide addition support.

Fig 5.15 Remains of girder beam bridge near Anlore.

A rail viaduct south-west of Anlore had seven girder spans supported on concrete-filled cast-iron columns, one of which crosses an accommodation track (03817). Its exceptional length – 105m – is presumably because it was more cost-effective to cross the valley by this method rather than using an embankment (fig 5.15). Pile Bridge, between Ballybay and Monaghan Road was of similar construction, but had only three spans (03617).

Of the 30 road/rail bridges, 20 survive intact or as substantial remains. As one would expect, those carrying public roads are generally wider that those for accommodation tracks. Their spans are generally around 9.2m (30ft), but this was sometimes reduced to 8.2m (27ft), still sufficient for a double track even though only one was ever laid.

In one instance, in Ballynure townland (03814), the arch is only 4.3m across, the narrowest span of any road/rail bridge in the study area. Given that the width of the rolling stock was 3.3m, there would have been a clearance of only 50cm on either side. The narrowness of this particular bridge can be explained by the fact that it is at the bottom of an exceptionally deep cutting. It would have been very costly to have excavated it any wider in order to accommodate a conventionally sized span.

Most bridges carrying accommodation tracks over the line are of the beam type. In three instances, the original spans survive. Just north-west of Culloville Station is a slender triple-span lattice girder bridge (03402; fig 5.16). East of Monaghan Road Station, the

span comprises not only a lattice girder but also two timber baulks augmented with tensioned metal rods (03627). The lattice girders also survive east of Newbliss, but not in situ (03715). The highly skewed plate girder span which carries the Ardee Road over the DER line in Dundalk is a replacement of c.1900 (03109).

Fig 5.16 Girder accommodation bridge over former track just north of Culloville Station.

There are four instances where, in the 1950s, the Great Northern Railway Board replaced the original beam decks of accommodation bridges with reinforced-concrete slabs. At three of these sites, the span through which the railway ran was reduced from c.9m to c.5m.

Arched bridges are in a minority compared with beam bridges. Most of the arches are of semi-elliptical profile (fig 5.17). The use of stone for all components of the bridge was the norm, but there are several instances on the Dundalk-Castleblaney section where brick was used in the soffits.

Fig 5.17 Semi-elliptical arched road bridge over line just east of Newbliss Station (03726).

None of the four footbridges over the line survives. Three of them were at Inniskeen, Castleblaney and Clones stations, and the fourth near Barrack Street.

*Level crossings and keepers' houses*

Of the 100 identified level crossings, 83 were surveyed. At almost three-quarters of these (60), little or nothing survives. Seven crossings retain both gates and two gateposts, and in only one instance have both gates their full complement of posts (03724).

Between Dundalk and Ballybay, all the gates are hung from random rubble pillars of square or circular cross-section. Beyond Ballybay, however, they are hung from slender stone posts of c.30cm section (fig 5.18). This suggests that until 1854, when the line to Ballybay was completed, the pillars were made of locally gleaned material. Thereafter, the posts were possibly mass-produced and taken from a stockpile when required. In only one instance (03619) does a sign survive embedded in the top of the post: it reads "GNR(I)/ Notice/ Trespasses on the line/ will be prosecuted".

All the surviving gates are of sunburst design and appear to have been fabricated to a standardized size of 3.1m long by 1.5m high (10ft x 5ft).


Fig 5.18 *Left:* Cylindrical rubble stone pillars and sunburst gate on Castleblaney-Ballybay section (03511). *Right:* One-piece posts and sunburst gate on Monaghan Road-Newbliss section (03724).

Given the length of the line, it is not surprising to find it crossing many accommodation tracks and public roads. Sixteen level crossing keepers' houses were identified, of which 14 are associated with public roads. All but three survive, and of these 10 are single-storey and the remainder two-storeys. Most are two bays long, several have three bays and one has four bays.

The high rate of survival is due to the fact that most are still occupied. However, a consequence of this is that the vast majority have been enlarged and refurbished to such an extent that their original character has been lost. Only one occupied house still retains much of its original appearance (fig 5.19). There are also three other unaltered examples, but all are unoccupied and falling into dereliction (03418, 03714 and 03906).

Fig 5.19 Keeper's house at Lislynchanan Crossing, east of Monaghan Road (03626).

*Miscellaneous sites*

Apart from the stations, bridges and level crossings, few other features were identified on this line the line. Of these, the most notable is the tunnel on the approach to Castleblaney Station from Dundalk (fig 5.20). Completely intact, it measures c.50m long and its brick soffit spans 8.51m (28ft).

In Ballynure townland, there are the buried remnants of a second tunnel which was abandoned when it collapsed, killing upwards of 11 men (03815). It was replaced with a deep cutting just to its north.

Fig 5.20 Northern portal to tunnel just south of Castleblaney Station (03426).

Telegraph poles survive at six locations – 03109, 03401 (Culloville Station), 03522, 03613, 03615, and 03619. All comprise wooden poles with horizontal bars and ceramic wire insulators.

## 5.4 Significant sites

There are 60 features of local industrial heritage interest at 50 sites (some sites, notably stations, encompass several features). A further 42 features at 28 sites are of special significance (fig 5.21). Most are of regional interest, but those which are of national significance are capitalised in the following list; sites already in the Record of Protected Structures are shown in red.

03109 Bridge (road/rail)
03217 Bridge (road/rail)
03223 Bridge (road/rail)
03302 Bridge (rail/road)
03305 Bridge (rail/river) over Fane River
03317 Bridge (rail/road)
03402 Bridge (road/rail)
03426 Tunnel at Castleblaney
03501 Castleblaney Station: station building/ house (1), entrance (9)
03601 Ballybay Station: station building (1), platform (2), signal box (3), station house (7), entrance (8).
03603 Water tower at Ballybay
03604 Bridge (rail/river) over Dromore River
03612 Bridge (rail/road)
03627 Bridge (road/rail)
03701 Monaghan Road Station: station building (1), platform (2)
03707 Bridge (rail/road)
03711 Bridge (rail/road)
03726 Bridge (road/rail)
03801 Newbliss Station: station building/ house (1), platforms (2a, 2b), waiting shelter (3), goods shed (4),signal box (5)
03803 Bridge (rail/road)
03808 Bridge (rail/road)
03811 Bridge (rail/road)
03813 Bridge (rail/river) at Ballynure (2)
03814 Bridge (road/rail)
03815 Abandoned tunnel at Ballynure
03816 BRIDGE (RAIL/RIVER) OVER FINN RIVER
03817 Bridge (rail/road)
03901 Clones Station: platform (2a), goods shed (4), ENGINE SHED (6a), engine shed offices (6c)

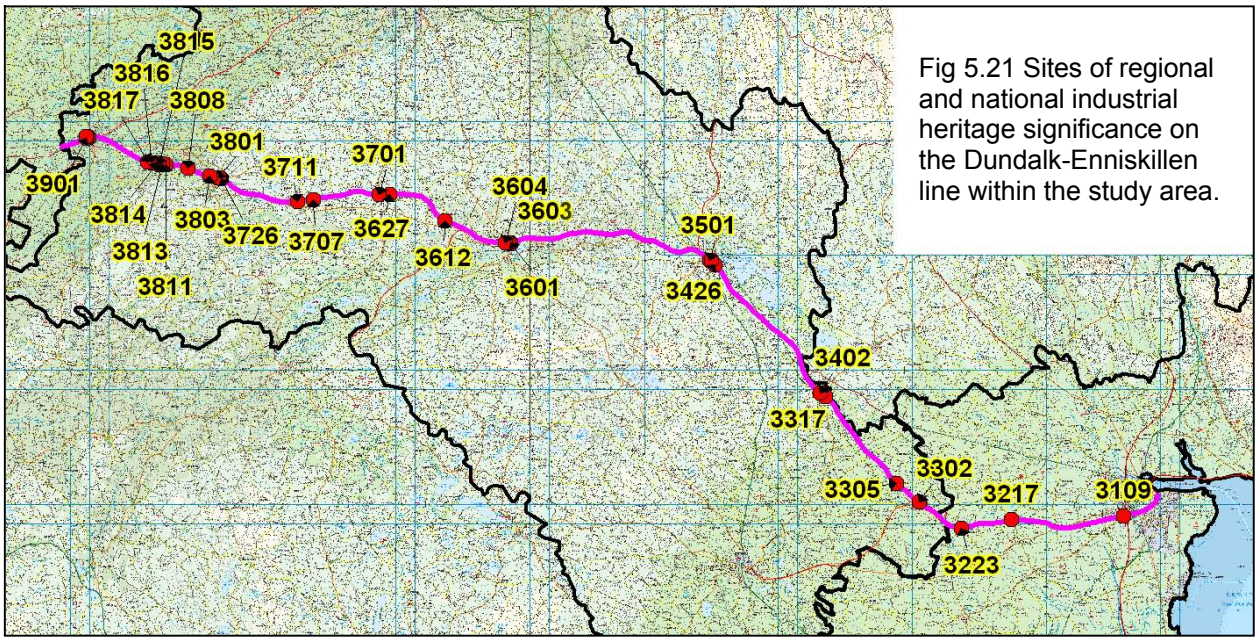



Fig 5.21 Sites of regional and national industrial heritage significance on the Dundalk-Enniskillen line within the study area.

# 6 CARRICKMACROSS BRANCH

This 11km branch line ran from the station at Inniskeen to Carrickmacross with one intermediate station at Essexford (fig 6.1). It lies entirely within Co Monaghan with the exception of a 0.7km stretch through Co Louth near Essexford.


Fig 6.1 Course of Carrickmacross branch line showing sections and stations.

## 6.1 History

Although Inniskeen Station was opened by the Dundalk & Enniskillen Railway in 1849, it was not until 1881 that its successor, the Great Northern Railway (Ireland) promoted a Bill to build the branch from there to Carrickmacross.

*Construction*

Although the necessary Act was passed in 1881, land purchase was very slow and it was two years before construction began. Like the Ardee branch, the line was probably designed and built in-house by the GNR(I) under the direction of its Chief Civil Engineer W.H. Mills. Thanks to a fall in steel prices, it was laid with steel flange rails rather than the less durable iron which had been used up to then.

The line opened to traffic on 31 July 1886. An intermediate station was opened at Essexford the following year. It was to the Irish standard gauge of 5 foot 3 inches and was single track throughout, with the first 210m from Inniskeen running parallel with the Dundalk-Enniskillen line (fig 6.2). Save for the crossing of the River Finn near Inniskeen, there were no major physical obstacles along its route.

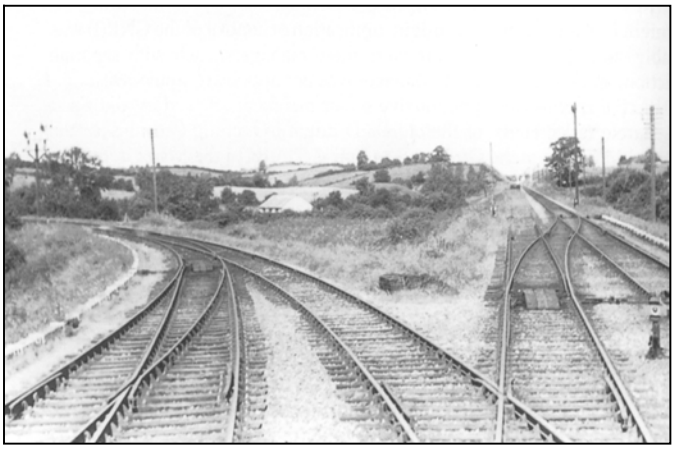


Fig 6.2 Divergence of Enniskillen line (at right) and Carrickmacross branch (left), photographed in 1958 *(C. Friel Collection: EMP43L/ E.M. Patterson).*

*Operation*

The operating company was the GNR(I) who, for most of the branch's life, ran four passenger trains each way a day between Inniskeen and Carrickmacross; one of the morning trains was usually a through train from Dundalk which returned later in the day.

Carrickmacross had the usual goods traffic in the days before motor lorries and enjoyed a considerable fair traffic. As well as its own monthly fair (on the second Thursday of each month), Carrickmacross catered for Bailieborough and Shercock fairs.

*Closure*

Essexford station closed to passengers as early as 1922 but, in 1925, it was briefly reopened only to close by the end of the same year.

Due to the fuel shortage noted in chapter 2, passenger services were withdrawn from the Carrickmacross branch on 9 March 1947. Although this was supposed to be a temporary measure, they were never resumed. However, the line continued in use for goods train until 31 December 1959.

## 6.2 Line description

After leaving Inniskeen Station, the line crossed a secondary road to Dundalk then diverged from the main Clones line to cross the River Finn. It then ran beside a secondary road as far as the crossroads at Essexford where it met the Dundalk-Carrickmacross road which it followed all the way to its terminus. The lengths of the sections between stations are as follows:

| Section | From | To | Length (km) |
|---|---|---|---|
| 41 | Inniskeen | Essexford | 5.77 |
| 42 | Essexford | Carrickmacross | 5.06 |
| | | *Total* | *10.83* |

Virtually the entire line has been reclaimed, mainly for agricultural use. Most of the embanked sections have been levelled and the cuttings infilled. Consequently, there are no stretches of any particular significance.

## 6.3 Sites

Besides the stations at Inniskeen, Essexford and Carrickmacross, there were 15 bridges, 22 level crossings and four crossing keepers' houses along this line.

*Stations*

The branch was served by Inniskeen Station, on the Dundalk-Enniskillen line, and has been dealt with in chapter 5.

Essexford Station (04201) was built in 1887, during the tenure of W.H. Mills, but is without his distinctive brickwork. Indeed, its design is more akin to level crossing houses rather than the more usual two-storey houses provided elsewhere for stationmasters (fig 6.3). The use of flat concrete heads and cills in the openings,

Fig 6.3 Essexford Station.

rather than brick arches and stone cills, underscores its utilitarian design and relatively late date of construction. The rendered station master's house adjoins.

The station building at Carrickmacross (04301) has been demolished but old photographs show it to be a double-pile structure similar to Ardee in both layout and materials. All the other significant buildings survive, notably the goods and coal sheds. The engine shed and base of the water tower have been sympathetically converted into houses in the recent past and the two-storey station master's house, also similar to the one at Ardee (but rendered), is also occupied (fig 6.4). As at Ardee, the importance of livestock is reflected in the now-demolished cattle beach.

Fig 6.4 *Left:* Converted engine shed at Carrickmacross. *Right:* Former station master's house.

*Bridges*

Of the 15 bridges along this line, three carried the railway over watercourses, seven carried it over roads, and five carried roads over the line.

Two of the three rail/river bridges were over minor streams and have both been cleared. The only river crossing of any significance was over the Fane River near Inniskeen (fig 6.5), where the line was carried on an impressive skew brick arch spanning c.11m (36ft).

Fig 6.5 Rail bridge over Fane River (04105).

Of the seven rail/road bridges, all have been demolished with the exception of a girder bridge over a public road at Inniskeen (04102), and an arched bridge over an accommodation track just south of the village (04107). The former is of particular note in that it was added to the existing bridge on the main Clones line (fig 6.6). This widening was necessary to accommodate the new track which ran parallel with the existing one as far as the station. That it is an addition is evident as vertical breaks in the abutments and the fact that the span comprised metal beams, in contrast with the arch of the earlier bridge.

Fig 6.6 Rail bridge at Inniskeen on the Dundalk-Enniskillen line, widened to accommodate Carrickmacross branch.

Of the five road/rail bridges, only three survive. The surviving ones are all of semi-elliptical profile and have brick arches spanning 8.53m (28ft). This span is 60cm narrower than found on the main lines (30ft), but significantly wider that the 4.8m span found on the Ardee branch, opened ten years later. It would appear that a double line was allowed for during construction, but only a single line was laid.

Interestingly, all but one of the four over- and underbridges on the main road between Inniskeen and Castleblaney have been cleared. The exception is the road/rail bridge just west of Essexford Station. The fact that its dog-legged approaches slow the traffic indicate that it could be under threat of future removal to improve the traffic flow.

*Level crossings and keepers' houses*

None of the 22 crossings survive, a consequence of most of the line having been reclaimed. Four attendants' houses were identified, of which three survive. However, they have been refurbished to such an extent that they are barely recognisable for what they were. Interestingly, all are located on very minor roads (the line crossed the main roads on bridges), which suggests that their occupants may have been primarily engaged in line work rather than opening and closing the gates.

## 6.4 Significant sites

Two sites, both of them bridges, are of local industrial heritage interest. A further six are of regional significance (fig 6.7). In the following list, site component numbers are in brackets and Protected Structures are highlighted in red.

| | |
|---|---|
| **04102** | **Bridge (rail/road)** |
| 04105 | Bridge (rail/river) over River Finn |
| 04115 | Bridge (road/rail) |
| 04201 | Essexford Station: station building (1), platform (2), station house (3) |
| 04202 | Bridge (road/rail) |
| 04301 | Carrickmacross Station: goods shed (3a), goods office/ weighbridge (3b), coal shed (5), engine shed (6), water tank (7a) |


Fig 6.7 Sites of regional heritage significance on the Carrickmacross branch.

# 7 ARMAGH-CASTLEBLANEY LINE

This 29km line began at Armagh and ran south through Keady, in Co Armagh, to Castleblaney in Co Monaghan. Its last 8km lies within Co Monaghan and represents just over one quarter (27%) of its total length (fig 7.1).

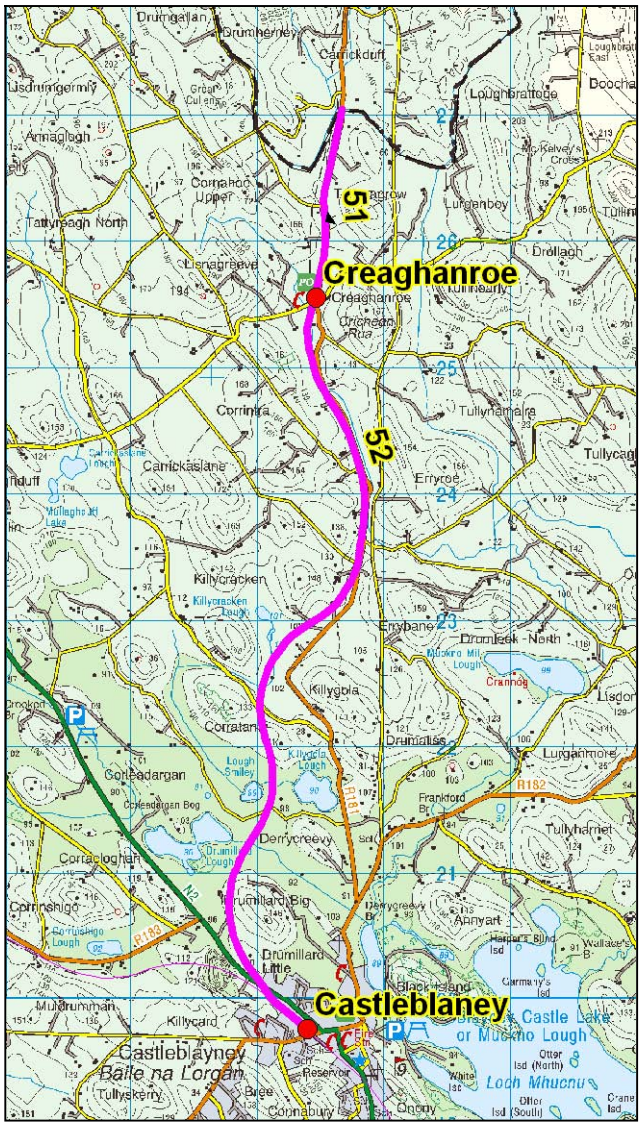




Fig 7.1 Course of Co Monaghan section of Armagh-Castleblaney line showing sections and stations.

## 7.1 History

In 1875, the Midland Great Western Railway completed a line from Dublin to Kingscourt, Co Cavan. Although almost 20km from Inniskeen, the nearest point to the Great Northern line between Dundalk and Clones (opened in 1849), this new line posed a threat to the GNR(I)'s cattle traffic from that part of the country.

In 1894, the Midland lodged a Bill to build a line from Kingscourt deep into Great Northern territory by way of Armagh and Dungannon to Cookstown. Negotiations between the two companies brought a peaceful agreement for each to keep within its own area.

In 1900, however, the Kingscourt, Keady and Armagh Railway (KKAR) got its Bill through Parliament, despite Great Northern opposition. Indeed, the GNR(I)'s own Bill for a line from Armagh to Castleblaney had been rejected earlier in that year. After further discussion, the Kingscourt to Castleblaney section of line was dropped from the KKAR's proposal.

The company building the line now retitled itself the Castleblaney, Keady and Armagh Railway (CKAR). The Great Northern reached agreement with this new company that it would subscribe £50,000 towards the cost of the line and would work the line on its behalf in return for half of the receipts. The route was to be modified to suit the GNR(I)'s wishes and a further Act to enable this was required in 1902. Another Act of 1903 was also needed to increase the Great Northern's contribution from £50,000 to £300,000.

*Construction*

The CKAR's Engineer was Sir Benjamin Baker. The contract to build the line was let to Robert Worthington and his men began work in 1903 but progress was slow on account of the terrain. This varied from bog to rock cuttings and the line was probably the only one in Ireland to use steam navvies (i.e. steam-powered cranes) to excavate the ground. It reached a summit level of 187m above sea level near the Armagh/Monaghan border and was probably the highest point ever reached by an Irish standard gauge line. It included substantial viaducts at Ballyards, Tassagh and Keady, all of which are in Co Armagh and are therefore outside the scope of this study.

Progress was so slow that, in 1908, the GNR(I) took over the contractor's plant and finished the line themselves. Included in this plant were two steam engines which were used by the GNR(I) for some years afterwards.

The Armagh-Keady section of the line opened for goods traffic in 1908 and for passengers on 31 May 1909. The remaining portion to Castleblaney opened for all traffic on 10 November 1910.

The line was laid to the Irish standard gauge of 5 foot 3 inches. It was single track throughout, with the final 325m at the Castleblaney end running parallel with the Dundalk-Enniskillen line. Apart from the high ground south of Keady, there were no major hindrances along the Monaghan section of the route. Within the study area, there was a station at Creaghanroe besides the terminus at Castleblaney.

*Operation*

The GNR(I) operated the line form its inception and provided two passenger trains each way per day from Armagh to Castleblaney, a journey time of 56 minutes. On 1 June 1911, the CKAR was taken over completely by the GNR(I).

*Closure*

The GNR(I) closed the line between Keady and Castleblaney on 1 April 1923, probably due to a combination of poor traffic and the effects of the border which stifled trade. The track was lifted in 1935. The Armagh-Keady section continued to carry passengers for a further eight years and goods traffic until 1957.

The line has the distinction of being the last passenger-carrying line to open in Ireland, and the first to close!

## 7.2 Line description

After entering Co Monaghan at Tullyagrow, the line hugged the Keady-Castleblaney road, before diverging south-west at Corratanty to cross boggy ground between Lough Smiley and Killygolan Lough and cut around the west side of Drummilard Hill. It then crossed the Castleblaney-Monaghan road to meet the Dundalk-Enniskillen line and run

parallel with it into Castleblaney Station. The lengths of the sections from the border to Castleblaney are as follows:

| Section | From | To | Length (km) |
|---|---|---|---|
| 51 | Co Armagh border | Creaghanroe | 1.56 |
| 52 | Creaghanroe | Castleblaney | 6.43 |
| | | *Total* | *7.99* |

Most of its route alongside the Keady-Castleblaney road has been reclaimed and is no longer obvious. The only significant stretch is an impressive 463m long cutting at Corratanty which continues as 943m long embankment between the loughs at Derrycreevy (S05201); the spoil for the embankment undoubtedly came from the cutting (fig 7.2). Just north of the bridge over the outflow from Drumillard Lough (05215) are terraces on either side of the embankment which appear to be secondary spoil heaps.

| Section | Location | Type | Length (m) |
|---|---|---|---|
| S05201 | Across marshy ground in vicinity of loughs at Derrycreevy | Cutting; Embankment | 1406 |

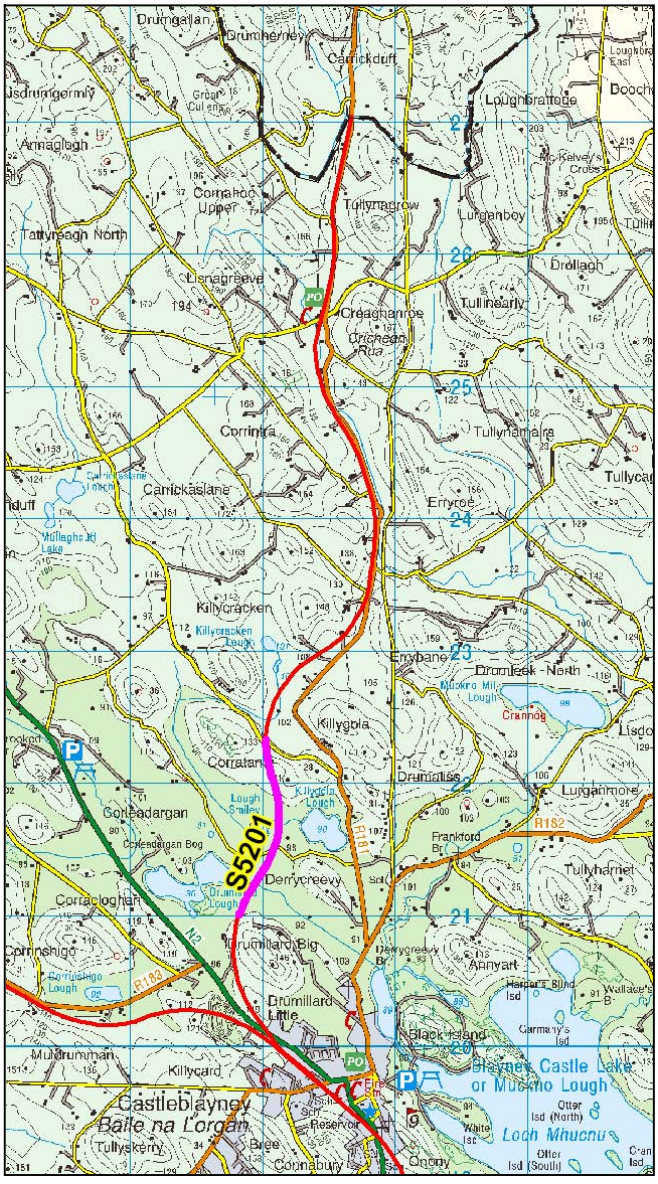



Fig 7.2 *Left:* Stretches of interest on the Armagh-Castleblaney line.

*Above:* Terracing on either side of the embankment near Drumillard Lough.

## 7.3 Sites

Features which were built for the Dundalk-Enniskillen line and which were subsequently shared with this line (which ran parallel approaching Castleblaney) are recorded under the former. Sites are numbered from the border southwards.

Apart from the terminus at Castleblaney, there was a station at Creaghanroe, together with 11 bridges and five level crossings.

*Stations*

Creaghanroe Station is of particular note because it is entirely of timber construction (fig 7.3). Its platform also survives, albeit obscured by a later extension to the station building, added after the line closed. The station house also survives but has been altered and incorporated in a larger house.

The terminus at Castleblaney has been dealt with in chapter 5.


Fig 7.3 Creaghanroe Station (05201).

*Bridges*

Of the 11 bridges along this line, seven carried the railway over rivers and stream, three carried it over roads, and one carried a road over the line. In contrast to all the other bridges in the study area, virtually all of them are of mass concrete construction with the exception of their arches which are of brick. This line was, in fact, the first to utilize mass concrete on an extensive scale, notably in the abutments to the viaducts on the Co Armagh section of the line. However, it was to be another five years or so before it began to be used for the actual spans, the Athy-Wolfhill line being the first to do so.

Because of the absence of major watercourses on the Co Monaghan section of the line, its seven rail/river bridges (six of which survive) are not particularly large. The only exception is Derrycreevy Bridge, the 9m brick arched span of which carries the embanked line over the outflow from Drummilard Lough (fig 7.4).

Of the three rail/road bridges, only one survives and is of brick and concrete (05214). There is only one road bridge over the line (05212). This is of interest not so much for being the sole example of this type, but because it is of more traditional construction, being of stone throughout save for its segmental brick arch and parapet copings. It spans 4.87m (16ft) and was clearly built with a single track in mind (like the Ardee Branch). A similar gauge was found between the parapets on two measured rail/river bridges.

Fig 7.4 Derrycreevy Bridge (05215).

*Level crossings*

None of the five crossings survive, due largely to the reclamation of the line. No attendant's houses were identified.

## 7.4 Significant sites

Three sites, both of them rail/river bridges, are of local industrial heritage interest. A further four are of regional significance (fig 7.5). In the following list, site component numbers are in brackets.

05201 Creaghanroe Station: station building (1), platform (2)
05212 Bridge (road/rail)
05214 Bridge (rail/road)
05215 Bridge (rail/river)

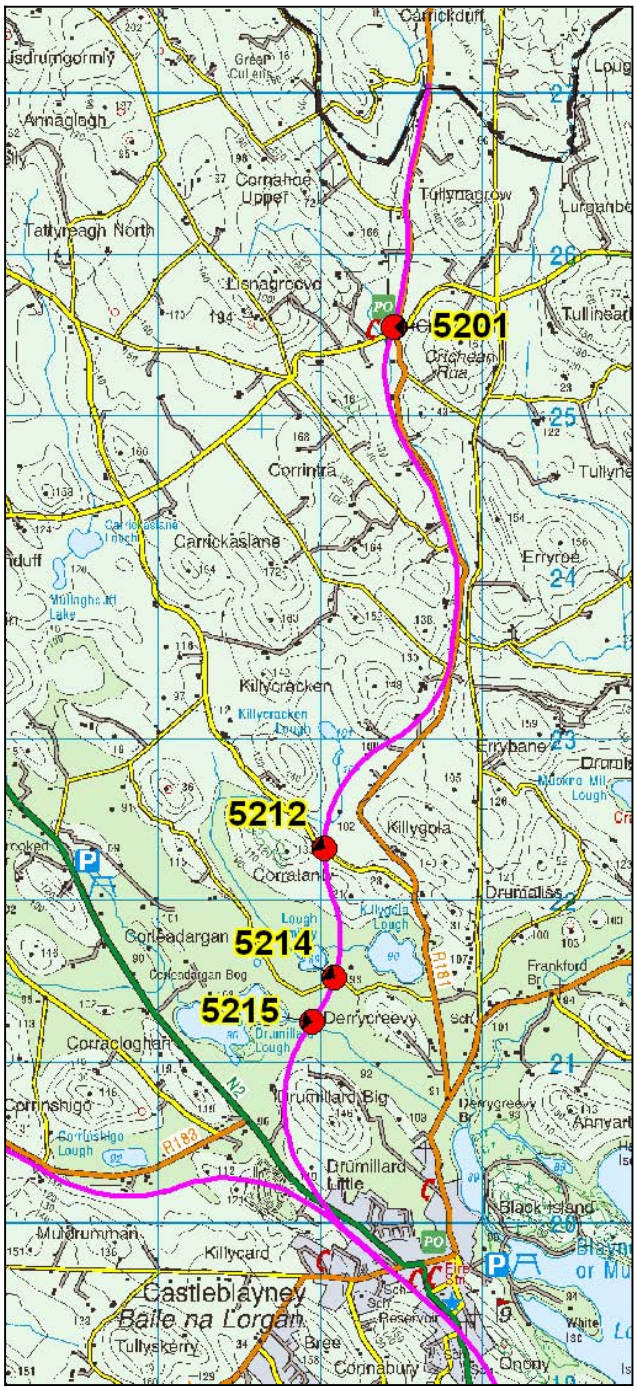



Fig 7.5 Sites of regional heritage interest on the Armagh-Castleblaney line.

# 8 COOTEHILL BRANCH

This 12km branch line ran from Shantonagh Junction, 2.5km west of Ballybay on the Dundalk-Enniskillen line, to Cootehill, Co Cavan. The first 9km lies within Co Monaghan and represents three-quarters of its total length (fig 8.1).

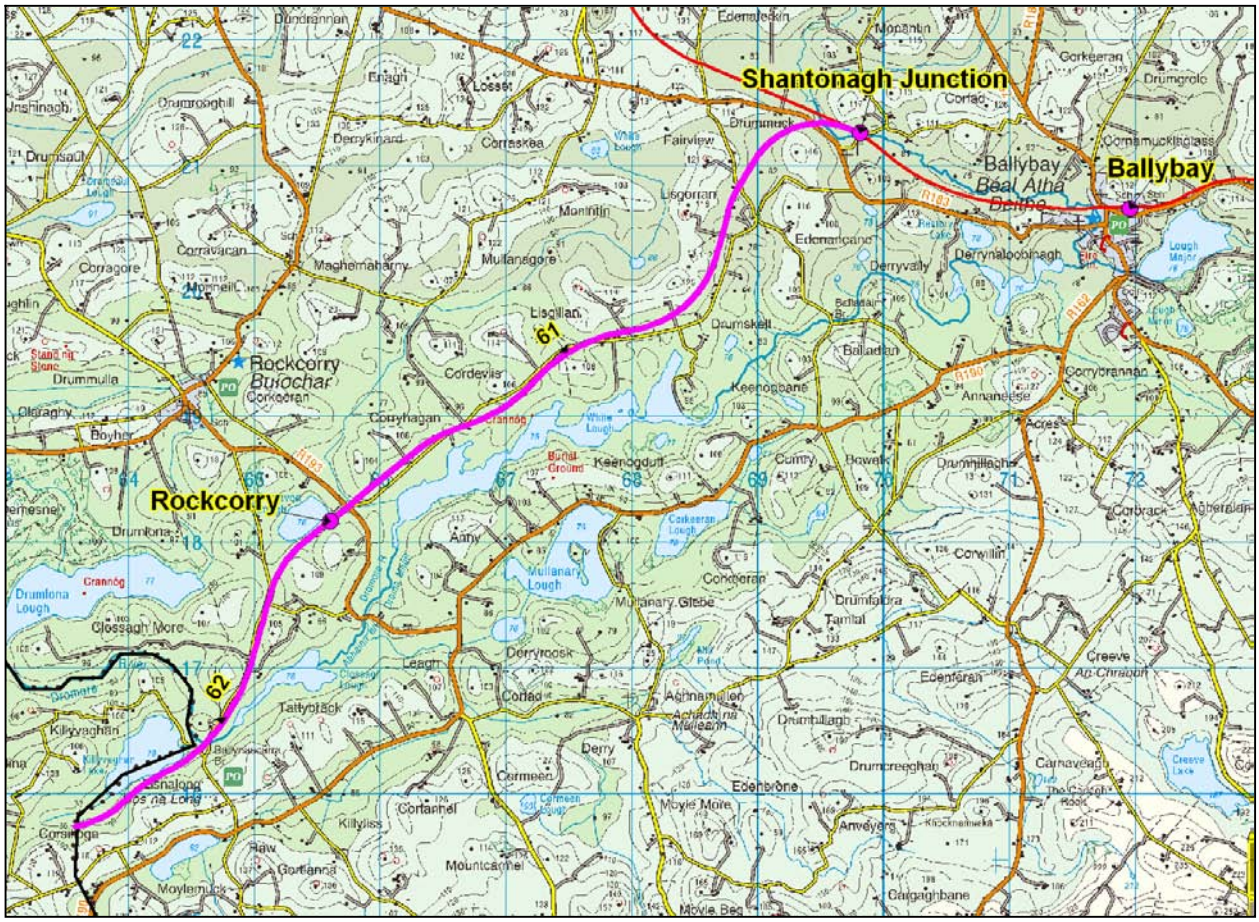



Fig 8.1 Course of Co Monaghan portion of Cootehill branch showing sections and stations.

## 8.1 History

As discussed in chapter 5, the Dundalk & Enniskillen Railway (DER) opened the line from Ballybay to Newbliss in August 1855. Around that time, the company also obtained powers to build a branch from Shantonagh, just west of Ballybay, to the county town of Cavan via Cootehill. The DER was determined not to let the Midland Great Western Railway (MGWR) tap into its area and the powers it acquired to build to Cavan were part of a counter-offensive to keep its rival at bay. However, this was to no avail, as the MGWR got to Cavan first, its 24-mile branch off the Dublin-Sligo line opening less than a year later, on 8 July 1856.

At that time, the Ulster Railway was building through Armagh and Monaghan towards Clones (chapter 9) and was sponsoring the building of a line from Cones to Cavan. The powers for this line were granted on 1 August 1859. One result of this was that when the DER's line reached Cootehill in 1860, the proposal to build on to Cavan was quietly dropped. Thus, Cootehill became the terminus of a branch line rather than a through station on a connecting line to Cavan.

*Construction*

The personnel involved in building this line were probably the same as for the Dundalk and Enniskillen line. Apart from the Dromore River, crossed in two places, and low ground on the approach to Cootehill, there were no major obstacles to its construction.

The line opened on 18 October 1860 and was single throughout, to the Irish standard gauge of 5 foot 3 inches. There was an intermediate station near Rockcorry.

*Operation*

The take-over of the DER and its subsequent company history has been set out in chapter 2. Briefly, it changed its name to the Irish North Western in 1862, and amalgamated with others to form the Great Northern Railway (Ireland) in 1876.

The earliest accident on the branch seems to have been on 16 April 1879 when a man trying to avoid paying for a ticket climbed on the buffer of the last coach. Sadly, he fell to his death within a short distance.

*Closure*

Passenger services were suspended on 9 March 1947 due to the fuel shortage and did not resume. Like other branches, the line was used for occasional specials (usually for GAA matches). The Great Northern Railway Board, which had taken over from the GNR(I) in 1953, withdrew the goods service on 19 June 1955 (fig 8.2).

Fig 8.2 An Enniskillen-bound train passes Shantonagh Junction in June 1956. The track is still in place a year after the branch's closure *(C Friel Collection: DDNW7/ Drew Donaldson).*

## 8.2 Line description

After leaving Shantonagh Junction, the line crosses the Dromore River then followed a minor road from Ballybay to Rockcorry Station, 1.5km south-east of the village. Skirting Corravoo Lough, the line then met another secondary road which it followed for a while before cutting inland at Killyvaghan Lake and onward into Co Cavan and Cootehill Station, on the south-eastern outskirts of the town.

The lengths of the sections from Shantonagh Junction to the county boundary with Cavan are as follows:

| Section | From | To | Length (km) |
|---|---|---|---|
| 61 | Shantonagh Junction | Rockcorry | 5.59 |
| 62 | Rockcorry | Co Cavan border | 3.32 |
| | | *Total* | *8.91* |

Parts of the line have been reclaimed for agriculture and there are no stretches of particular note along what remains.

## 8.3 Sites

Besides the junction and Rockcorry Station, there were 21 bridges and 20 level crossing houses along the Co Monaghan sections of the lines.

*Stations and railway-related houses*

At Shantonagh Junction, there was a signal box and signalman's house (06201), of which only the latter still survives.

At Rockcorry (06201), the utilitarian station building is augmented by two railway employee's houses, both of which are still occupied (fig 8.3). Further along the line is a well-preserved terrace of three single-storey houses, erected in the early 1890s for railway staff (06206).

Fig 8.3 *Left* The derelict station at Rockcorry. *Right* Railway employee's house at Rockcorry.

An assortment of buildings survives at Cootehill Station, notably the station building and goods shed, both of which are similar to those found on the Dundalk-Clones line.

*Bridges*

Of the 21 bridges along this line, two carried the railway over watercourses, 12 carried it over roads, and seven carried roads over the railway line.

The Dromore River is the only significant watercourse on the entire line. It is crossed by a single arched masonry bridge near Shantonagh Junction (06102) and again beyond Rockcorry by a four-arched bridge (06211). The latter is of interest as it has both orthogonal and skew spans, all of which have brick soffits, one of which crosses a public road (fig 8.4).

Fig 8.4 Bridge over River Finn near at Ballynascarva.

All but one of the eight surviving rail/road bridges are masonry arches, mostly with semicircular profiles. The sole beam bridge has had its deck removed. Most of them are over accommodation tracks and several have spans as narrow as 1.8m (6ft). Of the four over public roads, only one – a segmental masonry span – is still fully intact (fig 8.5). All the abutments were built with a single track in mind.

Fig 8.5 Rail/road bridge south of Rockcorry (06205).

The majority of the road/rail bridges are semi-elliptical arch spans. Unlike similar bridges on the Castleblaney and Ardee branches, their soffits are of stone. Their spans are to 9.15m (30ft) gauge, capable of accommodating two tracks. However, the line was only ever single track and this is reflected in the c.5.5m abutment depths of the rail/road bridges.

There are also two beam road/rail bridges over the line, one of which has a slightly narrower 8.50m span (28ft). Both are of special interest because their original girder spans survive. The deck of one of them is supported by two lattice girders, between which is a timber beam strengthened with tensioned metal bars (06108). The other has three lattice girders with brick jack arches between them (fig 8.6).

Fig 8.6 Detail of lattice girder bridge, Lisgillan townland (06113).

*Level crossings*

There are 20 level crossings on this line within Co Monaghan, all accommodation tracks. The vast majority have disappeared and only five still have one or more gates, all of sunburst design, and one of which measures 2.8m long by 1.4m high (9ft x 4ft 6in). Unusually, three of these gates have their maker's name stamped on them – Hill & Smith (06104, 06117, and 06124). Their location is variously spelt as Brierley Hill and Briareey Hill, the whereabouts of which has still to be determined.

Only one crossing is complete with both its gates and posts (06118). A metal plaque attached to one of its gateposts reads: "GNR(I)/ Notice/ Trespassers on the line/ will be prosecuted" (fig 8.7). Such plaques were once common and their disappearance is undoubtedly due to souvenir hunters.


Because the line crossed public roads on bridges, there was no need for level crossing keepers' houses.

Fig 8.7 Plaque on gatepost in Corryhagan townland.

## 8.4 Significant sites

Sixteen sites are of local industrial heritage interest. This includes the buildings at Rockcorry Station, none of which are now sufficiently special to justify a higher rating. A further five, all bridges, are of regional significance (fig 8.8):

06102 Bridge (rail/river)
06108 Bridge (road/rail)
06113 Bridge (road/rail)
06205 Bridge (rail/road)
06206 Railway-related house
06211 Bridge (rail/river+road)


Fig 8.8 Sites of regional heritage significance on the Co Monaghan section of the Cootehill branch.

# 9 PORTADOWN-CAVAN LINE

This 88km line ran from Portadown in Co Armagh to Cavan town, via Armagh, Monaghan and Clones. The portions within Co Monaghan are 37km long and represent 42% of its total length (fig 9.1).

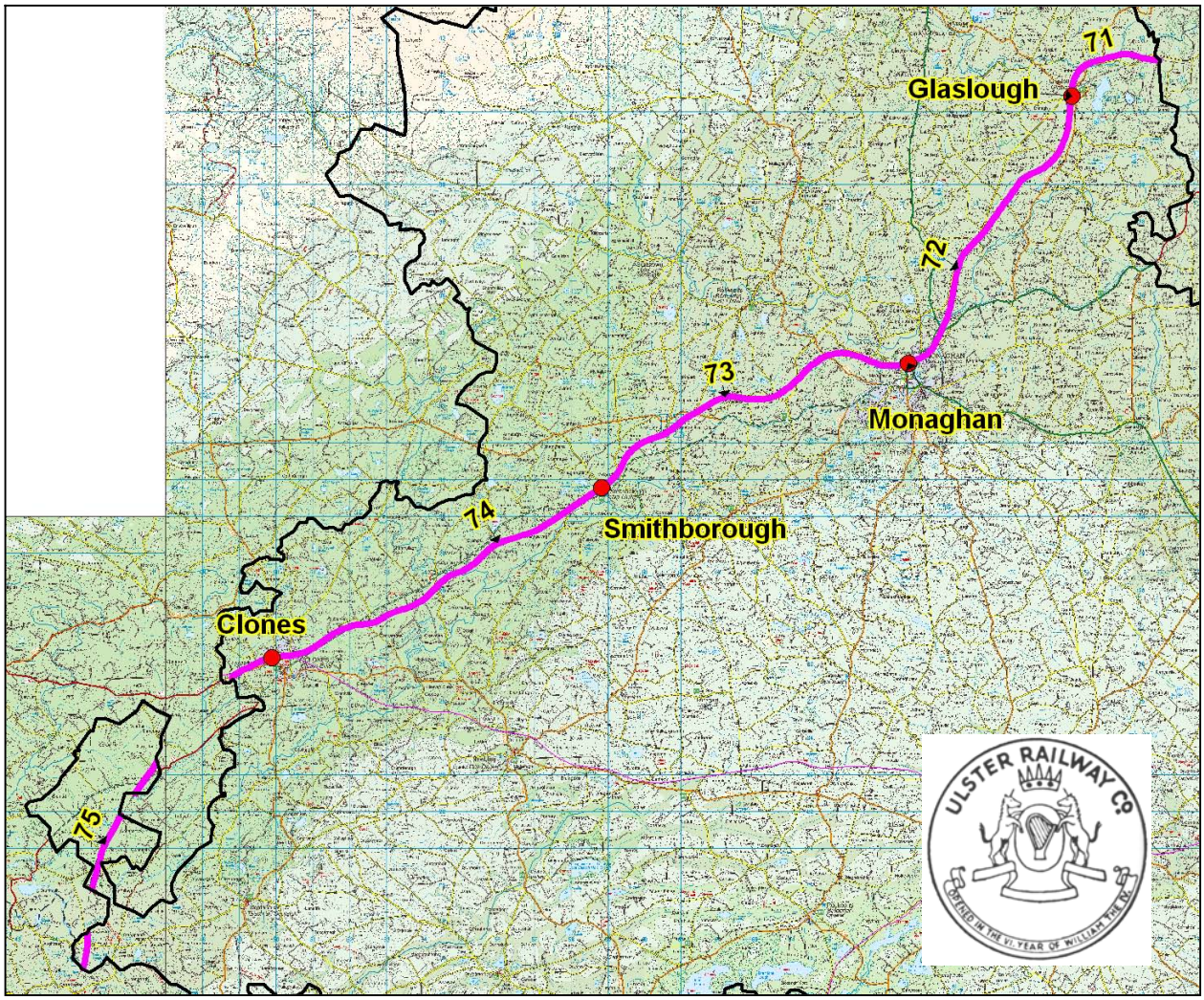



Fig 9.1 Course of Portadown-Cavan railway within Co Monaghan showing sections and stations.

## 9.1 History

The Ulster Railway was the idea of a group of Belfast merchants who first met in November 1835 to discuss building a railway from Belfast to Armagh through some of Ireland's most densely-populated areas. Parliamentary powers were granted on 19 May 1836 and the joint capital stock of £600,000 was quickly bought up by locals as well as investors in Liverpool and Manchester.

A further Act was needed to extend the line from Armagh to Monaghan and this was obtained on 15 June 1855. The Monaghan to Clones line required a further Act and this was passed on 1 August 1856.

The final part of the Ulster's intended line, from Clones to Cavan, was, of necessity, a joint venture with the Dundalk & Enniskillen Railway and was enabled by an Act of 1 August 1859.

*Construction of the Armagh-Clones section*

The Ulster's engineer was John Godwin and the main contractor was William Dargan. The first section, from Belfast to Lisburn, opened in 1839 and has the distinction of being the second railway in Ireland and the first in Ulster. The line reached Portadown in 1842 and the City of Armagh on 1 March 1848.

Dargan agreed to build the 26km section from Armagh to Monaghan for £100,000, exclusive of station buildings. The line reached Monaghan on 25 May 1858 to a temporary station some 400m short of the station which was eventually built. There was also a station at Glaslough.

The section to Clones opened on 2 March 1863, with an intermediate station at Smithborough. A new station at Monaghan came into use at the same time. It was designed by Sir John Macneill and is similar to the one at Portadown (fig 9.2). The original wooden passenger building was demolished.

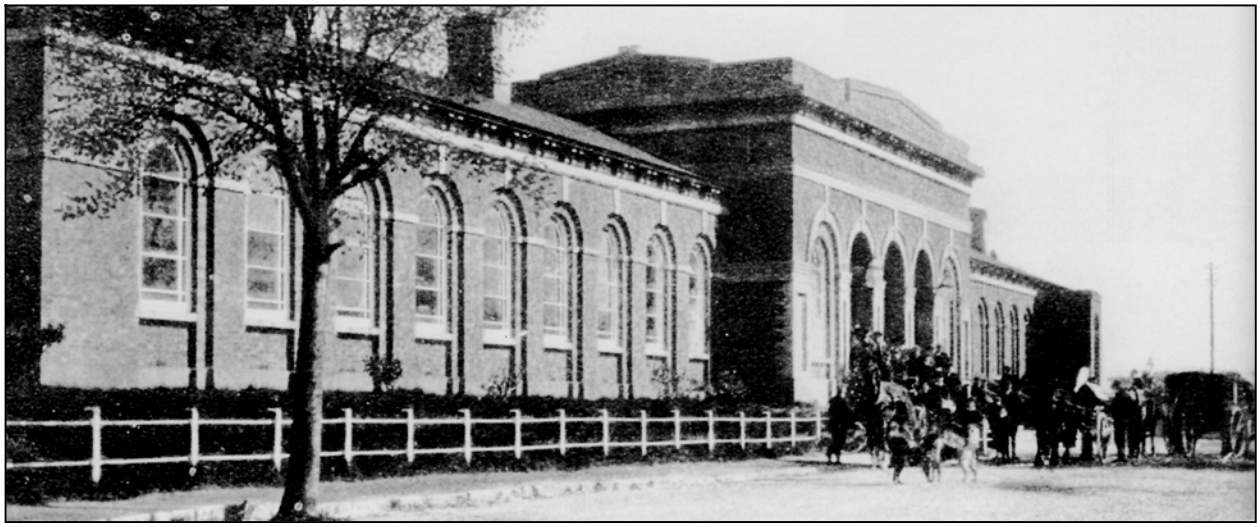


Fig 9.2 Monaghan Station, 1907.

The Ulster Railway's passenger trains ran to and from the Dundalk & Enniskillen's station at Clones. This had opened the previous year and lay some 300m west of the junction of the Ulster and DER lines. The Ulster had its own goods yard just before this junction. Known as the Ulster Yard, it became a very important livestock loading bank

The tracks were of the Irish standard gauge of 5 foot 3 inches. The line was single track from Armagh to Monaghan (with a passing loop at Glaslough) and double between Monaghan and Clones.

The rivers and drumlins along the route necessitated a number of substantial bridges and numerous cuttings and embankments. Just before entering Co Monaghan from Armagh, a substantial bridge and embankment were required over the floodplain of the River Blackwater. Over the border, the Mountain Water was crossed at two points before the line reached Glaslough. The re-crossing of the Blackwater on the outskirts of Monaghan town necessitated a substantial bridge and massive embankment. Between Monaghan and Clones, there were no major obstacles apart from the River Finn at Stone Bridge.

*Construction of the Clones-Cavan section*

As noted above, because the DER had reached Clones before the Ulster Railway, the extension to Cavan necessitated the formation of a joint venture known as the Clones &

Cavan Extension Railway, sanctioned by the 1859 Act. The Ulster Railway, which had sponsored this Act, contributed £30,000 towards the new company and the Dublin & Drogheda Railway and the Dublin & Belfast Junction Railway contributed £20,000 each. The DER put up the remainder of the finance and constructed the line which opened on 7 April 1862.

The line was single track and to the standard 5 foot 3 inch gauge. It ran parallel with the Enniskillen line for some 800m before diverging south-west towards Cavan (fig 9.3). The countryside south-west of Clones was generally better suited to railway construction than the drumlin terrain encountered by the Ulster Railway in north Monaghan. There only two major river crossings, over the Finn on the Fermanagh-Monaghan border, and the Annalle River at Butlers Bridge, Co Cavan. There are no intermediate stations on the Co Monaghan sections of the line.

Fig 9.3 Train en route to Cavan, just after leaving divergence with Enniskillen line *(C. Friel Collection/ R.M. Arnold).*

*Operation*

With the arrival in Clones of the Ulster Railway's line in March 1863, there was now a continuous connection between Portadown and Cavan, the Ulster working the line to Clones and the DER thereafter.

The Ulster Railway which was a well-run company with a regular dividend of 7½% for its shareholders and this at a time when many of its neighbours were just about surviving or suffering small losses.

In 1869, it was reported that the goods banks at Glaslough had to be lowered to allow the wagon doors to be opened - one wonders why it took so long!

There was curious coincidence near Monaghan in 1872. On 13 August, a linesman who lived nearby fell asleep across the rails - perhaps due to attending a neighbour's wake the night before. A Clones-bound train struck and killed the unfortunate man. The following morning two non-railwaymen were struck by a train and killed while attempting to cross the lines. They had spent the night at the first man's wake!

The Clones-Cavan section was worked by the DER for the first three months of its opening. The company then changed its name to the Irish North Western. Early in 1876, it became part of the Northern Railway (Ireland), then, in April 1876, part of the Great Northern Railway (Ireland). Thereafter, the entire line between Portadown and Cavan was operated by the GNR(I).

The arrival of the border in 1921 brought about the usual Customs examinations on either side of it. On this line the examination posts were at Tynan and Glaslough. While the border did a lot to dampen trade across it, the GNR(I) continued to run its daily livestock train from Enniskillen to Belfast by way of Clones and Armagh. Known as "the Enniskillen Shipper", this train brought livestock from various fairs in the west to Belfast for live export to England and Scotland. It had a daily path in the working timetables and the traffic was so important that passenger trains were to be held, where reasonable, to let the Shipper meet its deadline with the cross-channel boats.

The border did, though, cut parts of north Monaghan off from its old trading route. Exporters and importers now had to look to Dublin rather than Belfast and it has to be said that the GNR(I) did little to speed up the movement of goods on the more circuitous route via Clones to Dublin

In an effort to reduce maintenance costs, the double line between Monaghan and Clones was singled in 1932.

In 1953, the GNR(I) was taken over by the two governments on the island and became the Great Northern Railway Board (GNRB).

*Closure*

On 30 September 1957, the GNRB withdrew all services west of Clones and also between Armagh and Glaslough. However, due to legal complications, passenger trains continued to run between Glaslough, Clones and Cavan for another fortnight, until 13 October. Goods trains continued to ply the Glaslough-Monaghan section until 1 June 1958. After this date, only the Monaghan-Clones-Cavan line was open for goods traffic.

The GNRB was dissolved on 30 September 1958 and its assets divided between Córas Iompair Éireann and the Ulster Transport Authority.

The signal cabin at Smithborough, on the Monaghan-Clones section, was closed in March 1959 and the line north of Monaghan lifted around the same time. On 31 December 1959, CIE withdrew goods services between Monaghan, Clones and Cavan.

Lifting of the lines on this section began in January 1960 using two engines stationed at Clones. They worked the trains of track materials to Clones and along the Cavan line to Inny Junction and Mullingar where CIE had a huge permanent way depot. The lifting reached Smithborough by July when work was suspended until the lifting of the line from Dundalk into Clones was completed. Lifting resumed in September 1960 and was competed into Clones by the end of the year. Lifting of the line from Clones to Cavan then followed and Cavan was reached in July 1961.

## 9.2 Line description

Between the Armagh border and Monaghan, the line meandered through the drumlins, away from the roads. Leaving Monaghan, the line (now doubled) ran north of, and at a distance from, the main Clones road. West of Smithborough, it crossed the main road, which it followed before re-crossing just east of Clones. It then merged with the Dundalk-Enniskillen line just before Clones Station. As noted above, the two lines then ran in parallel before diverging just before the Fermanagh border. The Cavan line crossed into Co Fermanagh three times before finally entering Co Cavan at Redhills.

The lengths of the sections from the border with Co Armagh to that with Co Cavan are as follows (note that on section S075, the distance is that for the Co Monaghan stretches only):

| Section | From | To | Length (km) |
|---|---|---|---|
| 71 | Co Armagh border | Glaslough | 3.04 |
| 72 | Glaslough | Monaghan | 8.93 |
| 73 | Monaghan | Smithborough | 9.72 |
| 74 | Smithborough | Clones Junction (east) | 10.01 |
| 75 | Clones Station | Co Cavan border | 5.42 |
| | | *Total* | *37.12* |

Much of the route comprises relatively short lengths of cutting and embankment, none of which is of special note save for two substantial embankments almost one kilometre long between the Armagh border and Glaslough (fig 9.4). Most of the embankment over the Blackwater at Monaghan has been cleared, with only a short stretch of high bank surviving north of the river.

| Section | Location | Type | Length (m) |
|---|---|---|---|
| S07101 | Telaydan townland, running west from Mountain Water | Embankment | 535 |
| S07102 | In Drumnolan and Drumbanagher townlands, either side of Mountain Water. | Embankment | 430 |

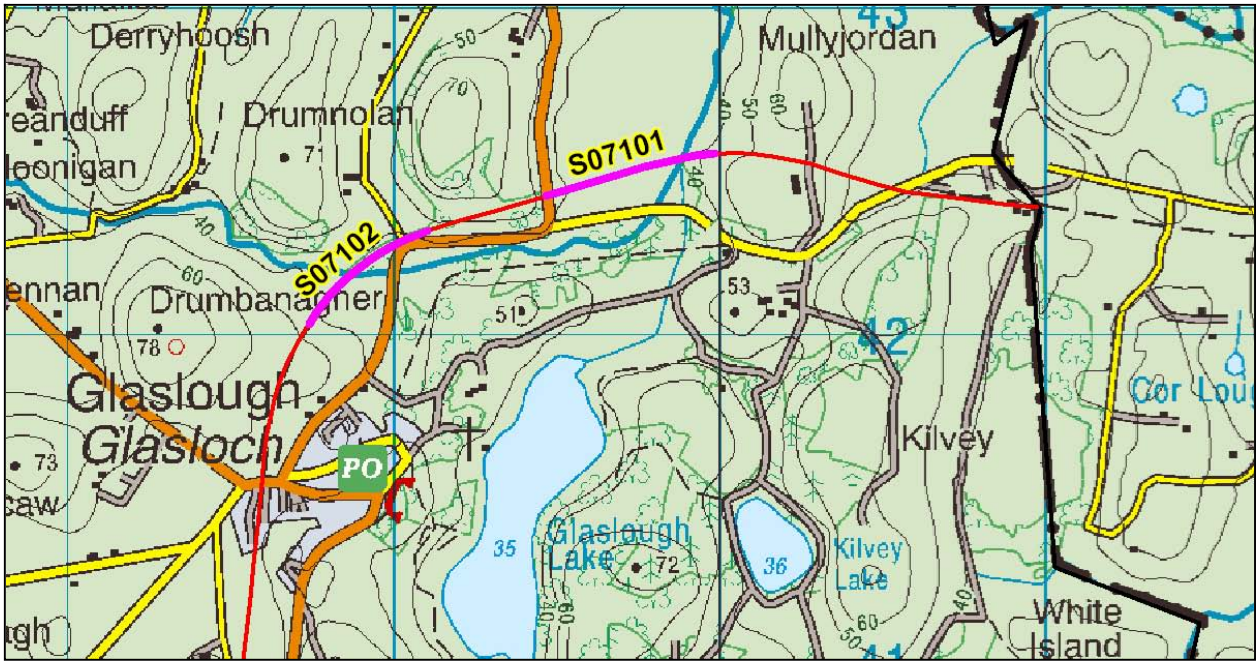



Fig 9.4 Stretches of interest along the Portadown-Cavan line in Co Monaghan.

## 9.3 Sites

Excluding Clones Station (noted in chapter 5), there are three stations on the Co Monaghan sections of this line and also a goods depot at Clones. In addition, there are 67 bridges, 48 level crossings, and four level crossing keepers' houses.

*Stations*

Sir John Macneill's station at Monaghan (07301) is the most substantial on the line and incorporates both the station building and station master's house, both remarkably well preserved and preserving their original frontage. Unfortunately, little else survives except the goods shed to its east (fig 9.5).


Fig 9.5 Goods shed at Monaghan Station.

Although considerably smaller, Glaslough Station is virtually complete (fig 9.6). Its triple-gabled station building is extremely well executed and the partial shell of the goods shed has been ingeniously incorporated into a modern dwelling. The former station master's house stands nearby and is still inhabited.

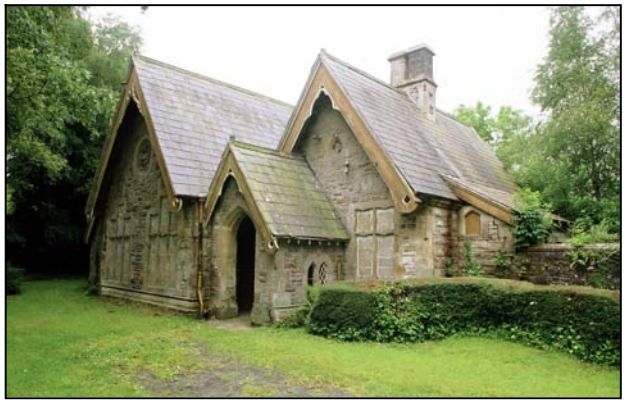


Fig 9.6 Glaslough Station (07201). *Left* Station master's house. *Right* Station building.

At Smithborough (07401), the station building and goods shed were recently demolished even though included in the Co Monaghan Record of Protected Structures. Little of significance now survives beyond the station house, also still occupied.

The goods depot at Clones was the site of the temporary terminus of the Ulster Railway until its move to the nearby DER station. Only a single block of workshops and offices survives, the remainder having been cleared to allow for redevelopment at one time or another since the line closed (fig 9.7).

As noted previously, livestock were a significant part of the line's traffic. There were cattle beaches at Monaghan and the Ulster Yard at Clones, but only the latter now survives.

Fig 9.7 Offices and workshops at the Ulster Yard, Clones (07430).

*Bridges*

Of the 67 bridges along this line, 12 carried the railway over watercourses, 31 carried it over roads, and 23 carried roads over the line.

The Mountain Water, Finn and Blackwater rivers are the only significant watercourses on the line. The Mountain Water is crossed near Glaslough by two high spans of 10.5m (07105, 07109). The Finn is spanned by the only multiple-arched bridges on the line - a three-arched bridge near Stone Bridge (07413), and a four-arched bridge on the Fermanagh border (fig 9.8). Little now remains of the once impressive skew girder span over the Blackwater at Monaghan (07224).

Fig 9.8 Four-arched span over River Finn on the Co Fermanagh border north of Redhills (07517).

Small culverts at the base of the embankments have been for the most part ignored in this study. However, an intact timber tube, c.1m in diameter, which carried a small watercourse under the line near the Fermanagh border (07512) is worthy of note despite no longer being in situ.

Of the 31 rail/road bridges, 22 have substantial remains or are completely intact. The majority of those with surviving spans are arches of semicircular or segmental profile. They were generally used where the spans were 6.1m or less; most are, in fact, to 3.05m (12ft) and 6.1m (20ft) gauges, over accommodation tracks and public roads respectively. Exceptionally, the two longest spans, at 10.7m, are also arches over public roads (07403 and fig 9.9). One bridge (07106) is also exceptionally long; its 23.5m deep abutments being necessary on account of the height of the embankment.

Fig 9.9 Bridge over road near Glaslough (07107).

Most of the beam bridges spanned skewed abutments set 7.5m apart. The decks of all but one have been lifted for their scrap value and to facilitate road traffic. The survivor is a girder beam span over an accommodation track and which still carries the timber baulks on which two sets of tracks were laid (fig 9.10).

Fig 9.10 Plate girder bridge over track west of Monaghan (07304).

Of the 23 road/rail bridges, all but five survive and the majority have arched rather than girder spans. As one would expect, those carrying accommodation tracks are generally narrower than those carrying public roads, with carriageway widths of less than 4m. The latter are generally 7.5-8m wide, with the exception of two which are on very minor roads and under 4m (07417 and 07511). As one might also expect, the bridge which carried the main Monaghan-Clones road over the line is the widest of all, at 10.5m.

There are only two complete beam road/rail bridges over the line, both with their lattice girder spans still intact (fig 9.11 and 07402).

Fig 9.11 Partly buried lattice girder bridge near Stone Bridge (07417).

Of the arched road bridges, only one has a semicircular profile and all the rest are semi-elliptical (fig 9.12). Where measurable, all but two were built to a theoretical gauge of 9.15m (30ft), although two seem to have been to c.8.53m (28ft).

Fig 9.12 Road bridge east of Smithborough Station (07333).

These two exceptions are on the section north of Armagh. Although only ever operated as a single track line, the bridges were clearly built to permit future doubling. The fact that they are 60cm narrower than those on the other sections is perhaps because this was the earliest section to be built. When the other sections came to be laid, a slightly wider bridge gauge was deemed advisable.

The Clones-Cavan section was only ever worked as a single line. The fact that its bridges were to the wider gauge suggests that they were built to allow for future doubling. This allowance is also evident in the rail/road bridges along this section. All but one have arches in excess of 9m deep, plenty to accommodate two tracks. Only one bridge has a much narrower abutment depth; at 5.60m it could have carried only a single track (07518). However, its abutments extend well beyond the arch and could have formed the springing for a second arch to carry a second track had it been added.

Interestingly, all the road bridges between the Armagh border and bridge 07306, just west of Monaghan, have brick soffits whereas the remainder are all of stone. This is also the case with all the rail/river and all the rail/road bridges with one exception. How can this be explained?

The section to Monaghan was the first to be built and opened in 1858. The remainder of the line to Cavan did not open until 1862-63 and is unlikely to have been started until several years after the completion of the stretch from Armagh to Monaghan.

The empirical observation that the earlier bridges on this line have brick soffits runs contrary to what one might expect – stone then brick. The bridges on the Cootehill line of 1860, for example, have masonry soffits, whereas those on the 1886 Castleblaney branch are of brick.

The fact that the two road/rail bridges immediately after Monaghan Station are of brick suggests that they might have been erected as part of the original contract as far as Monaghan, in anticipation of the line which was eventually constructed. However, this is purely speculative and would need perusal of the Ulster Railway's documentary records. Moreover, it does not explain the sole masonry arched rail/road bridge north of Monaghan (07215).

*Level crossings and attendants' houses*

Of the 48 identified level crossings, 43 were surveyed. Most of the latter have disappeared and there are only 11 sites with one or more gates. The gates are of two types: (1) the standard sunburst variety, and (2) a hooped design in which the horizontal bars are braced with three semicircular hoops (fig 9.13).

Fig 9.13 *Left* Hooped gate near Stone Bridge (07419). *Right* Sunburst gate in Annaghraw Td (07513).

With one exception, all the gates as far as Clones are of the hooped type and those on the Clones-Cavan section are of sunburst design. This probably reflects the usage of hooped gates by the Ulster Railway (who took the line as far as Clones), and sunburst gates by the Dundalk & Enniskillen Railway (after Clones). Indeed, it would appear that the Ulster was the only company within the study area to use the hooped design, the surviving metal gates on all the other railways being of the sunburst variety.

One of the hooped gates (07419) measures 2.8m long by 1.3m high (9ft x 4ft) and one of the sunburst type (07513) is 3.1m x 1.4m (10ft x 4ft 6in). Whether this subtle difference is typical of each type or is within the variation inherent in all the gates is uncertain. One of the hooped gates carries its maker's name, now indecipherable; their location is given as Dublin (07205).

Of the surveyed crossings, only two are complete with both sets of gates and gateposts – one has sunburst gates (07514) and the others are hooped (07308).

There are only four level crossing keepers' houses. Although small relative to the number of crossings, it should be remembered that rail/road and road/rail bridges were the main type of crossing. None of the houses is on a main road, suggesting that they were possibly for staff whose main function was to work on the permanent way and inspect the line.

Of these houses, all of which are single-storey, one is still occupied (fig 9.14), another is ruinous (07515), and the third has been subsumed into a modern house (07221). The fourth example has been demolished. Just north of the house at Annaghraw Crossing (07515) is a lineside telegraph pole.

Fig 9.14 Level crossing house at Faulkland Crossing, north-east of Monaghan (07217).

## 9.4 Significant sites

Twenty-seven sites are of local industrial heritage interest. A further 26 sites have features of regional significance (fig 9.15). In the following list, site component numbers are in brackets and those already in the Record of Protected Structures are in red.

07105 Bridge (rail/river)
07107 Bridge (rail/road)
07108 Bridge (rail/road)
07109 Bridge (rail/river)
07110 Bridge (road/rail)
07201 Glaslough Station - **station building (1),** platforms (2a, 2b), waiting shelter (3), station house (4), entrance to goods depot (8), station **entrance (9)**
07207 Bridge (rail/road)
07215 Bridge (rail/road)
07218 Bridge (rail/road)
07301 Monaghan Station - station building/ station house (1), goods shed (6)
07303 Bridge (road/rail)
07304 Bridge (rail/road)
07319 Bridge (road/rail)
07320 Bridge (road/rail)
07331 Bridge (road/rail)
07333 Bridge (road/rail)
07402 Bridge (road/rail)
**07403 Bridge (rail/road)**
07411 Bridge (rail/road)
07413 Bridge (rail/river)
07417 Bridge (road/rail)
07422 Bridge (road/rail)
07430 Clones Goods Depot - goods shed (1), cattle beach (7), station entrance (10)
07510 Bridge (road/rail)
07517 Bridge (rail/river)
07518 Bridge (rail/road)

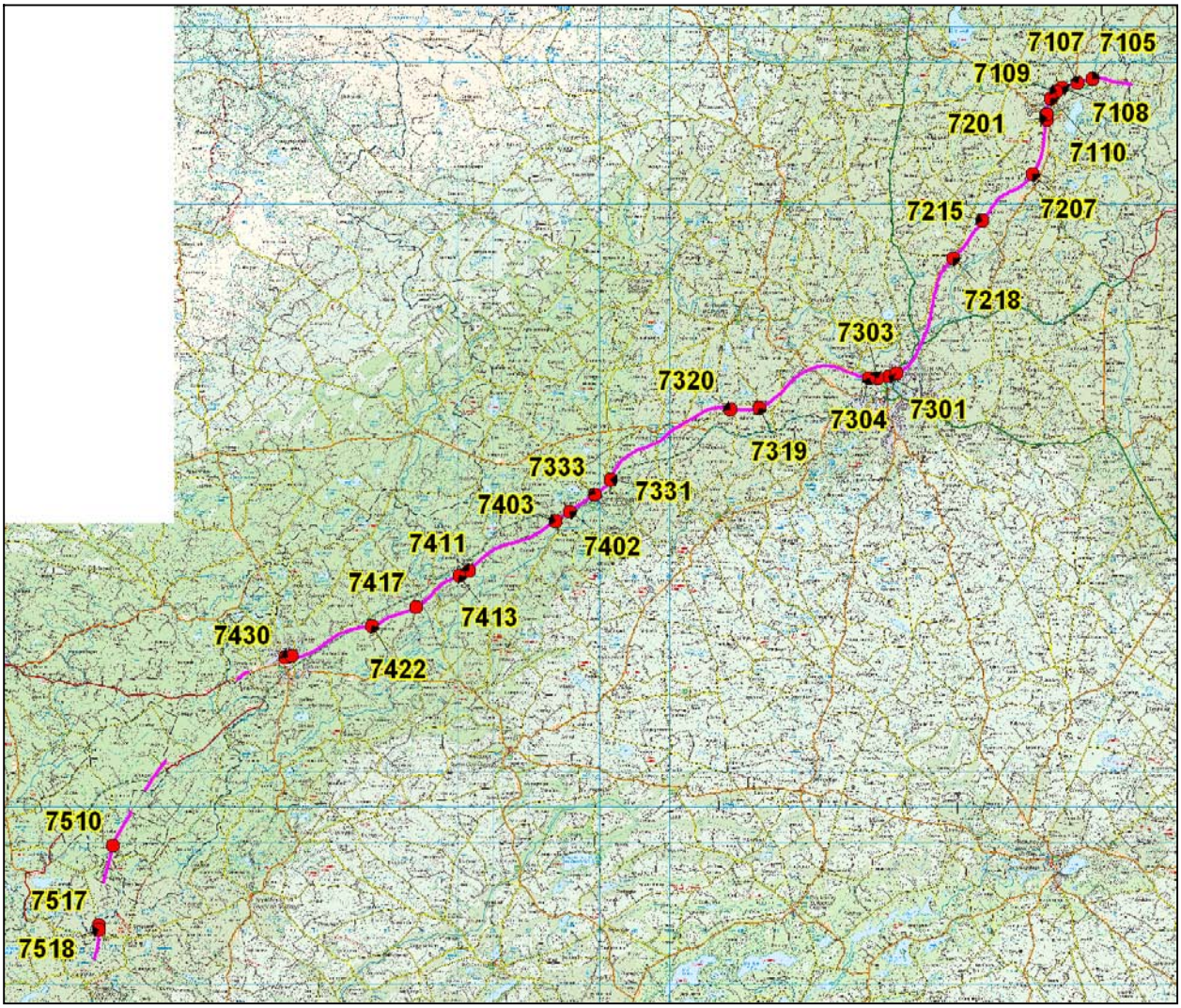



Fig 9.15 Sites of regional heritage significance along the Portadown-Cavan line.

# 10 DUNDALK-GREENORE LINE

This 21km line connected Dundalk with Greenore, at the north-eastern tip of the Cooley Peninsula. The line falls entirely within Co Louth (fig 10.1).


Fig 10.1 Course of Dundalk-Greenore railway showing line sections and stations.

## 10.1 History

In 1861, the Newry Navigation Company proposed to establish a harbour at Greenore to stimulate trade on its canal between Newry and Lough Neagh. Nothing came of this scheme and it was left to the Dundalk & Enniskillen Railway (DER) to promote a railway from its terminus at Dundalk (opened in 1849) to a new port at Greenore. The intention was to provide a rail and sea link to the London and North Western Railway's terminus at Holyhead. In the 1840s, the LNWR had acquired the Chester & Holyhead Railway and offered an uninterrupted service between north Wales and London. The development of this new cross-channel route in addition to the existing Holyhead-Dublin service would thus increase traffic along the LNWR's line.

The LNWR's first thoughts had been to use Dundalk Harbour to help tap traffic to and from the northern half of the island of Ireland. But this harbour was only accessible at certain stages of the tide, whereas Holyhead was usable at all times. In contrast, Greenore offered safe berthing at all states of the tide. Moreover, the relative shortness of the journey from Holyhead to Greenore (120km) was thought to be an advantage over the 200km from Morcambe to Belfast, the 245km from Dundalk to Liverpool, and the 250km from Belfast to Liverpool. The LNWR hoped that the development of Greenore and the route to Holyhead would not involve them in making any investments. This proved to be wide of the mark, as will be discussed later.

The increasingly close relationship between the DER and the LNWR partly prompted the former to change its name in 1862 to the Irish North Western Railway (INWR) to reflect its links to the much larger railway across the Irish Sea. The undoubted prime mover was A.J. Macrory who was a Director of the DER and was later to be the Dundalk & Greenore Railway's solicitor (the first DGR locomotive was named after him).

The Dundalk & Greenore Railway (DGR) was formally established at a meeting in Dundalk on 4 February 1863 and a provisional committee established under the chairmanship of Lord Erne, Chairman of the Irish North Western.

The INWR's Civil Engineer, James Barton, surveyed the Cooley Peninsula and suggested running the line from Greenore northwards towards Carlingford, before swinging west for Dundalk. This strategy would force any subsequent railway from Newry to use the DGR's tracks in the approach to Greenore. Unfortunately, this ploy to keep any rival line from Newry out of Greenore delayed the granting of the DGR's Act of Parliament to permit the line's construction. Following negotiations with the Newry line's promoters, both the Dundalk & Greenore Railway and the Newry & Greenore Railway were granted their Acts on 28th July 1863.

The DGR's authorised capital was £110,000 in £25 shares. Its first chairman was the Earl of Erne and the other directors were Charles Clements, J.B. Moore, J.A. Tinne, R.A. Minett (a director of the Dundalk & Enniskillen Railway), Edward Tipping, Samuel Bradford and William Forster.

*Construction*

In the early 1860s, the only buildings of any significance at Greenore were a small lighthouse and keepers' houses erected in 1830. The proposed railway terminus therefore required a purpose-built harbour.

Work began at Greenore in 1865 and entailed the construction of a 256m long quay for two steamers, a 277m long breakwater and the cutting of a 1.2km long trench through the bar at the mouth of Carlingford Lough (Greenore lay 5km inside the bar). The purpose of the breakwater, which was of greenheart rather than stone, was to funnel the tides so that the quayside was scoured, thus avoiding the need for dredging.

The contractors for the harbour were James Connor and Charles Olley. A passenger and goods terminus, hotel, and gasworks were also built. Adjoining the harbour, a village was created to house the railway and port employees, with terraces along Euston Street and Anglesey Terrace. The village was serviced by the gasworks and a purpose-built reservoir, and there was also a co-operative shop, school, reading room and police barracks.

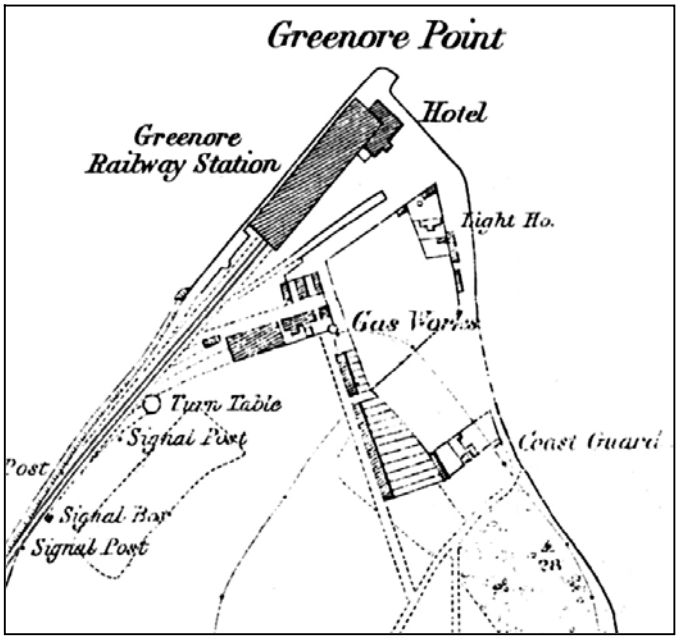



Fig 10.2 Greenore as depicted on OS six-inch map, Louth sheet 9.

Largely due to financial problems of the INWR and the collapse of the Newry & Greenore, the LNWR found itself increasingly involved in the scheme and ultimately having to fund not only the harbour, village and line, but also the construction and running of its own ships to and from Holyhead.

The line from Greenore to Dundalk was to make an end-on junction with the INWR at Dundalk but construction was delayed while the company tried to raise the funds. The firm of Brassey and Field (who were building the Enniskillen & Bundoran Railway) was invited to tender for the construction of the line but it was 1869 before Connor and Olley were awarded the contract for £106,000.

Connor and Olley bought a locomotive from the Newry & Armagh Railway to use in the construction of the line, earth moving, ballasting and so on. A further Act was needed, on 26 July 1869, to extend the 1863 Act by two years. The contractors had possession of the land by 4 August 1869 and work proceeded at last. The work was delayed by a strike of labourers in August. They wanted a three shilling increase on their weekly wage of 12 shillings. The following month, the masons and bricklayers went on strike for a pro rata increase in their wages.

There was a tragic accident in 1871 when the contractor Olley and a Mr Foxall, Barton's assistant, were killed by a two-ton block of masonry which was being lowered into the sea wall at Greenore. Edward Manisty, an English railway engineer who was working on the line at the time, became Connor's partner and the contract was completed by them.

The opening ceremony was performed by Earl Spencer, Lord Lieutenant of Ireland, on 30 April 1873. The subsequent banquet ran to 30 courses with more than 20 speeches! The line opened for business the following day with engines, carriages and wagons provided by the LNWR (but built to the Irish gauge, of course). There was also a spur to St George's Quay, at the Dundalk end.

In the same year, the DGR obtained powers to lay a railway from Newry to Greenore (chapter 11). This intent is reflected in the company's change of name to the Dundalk, Newry & Greenore Railway (DNGR).

The running line was to the Irish standard gauge of 5 foot 3 inches and was single throughout its working life. Although all intermediate stations had one just one platform, trains could be crossed at Bellurgan and Bush stations.

The line had two significant viaducts on the northern shore of Dundalk Bay, both manufactured by Grendon & Co of Drogheda, and also a five-span masonry arch viaduct at Riverstown.

The Castletown Viaduct had 22 lattice spans of 11.6m (38ft); including the piers, it was c.280m long (fig 10.3). It cost £10,000 and was tested in 1870 with a "train of immense weight" which was hauled by three contractor's engines. The maximum deflection noted was a mere 1.5mm. The Ballymascanlon Viaduct had 22 iron girder spans and was c.260m long. Some settling was reported in 1871 but the engineers were satisfied that all was well.

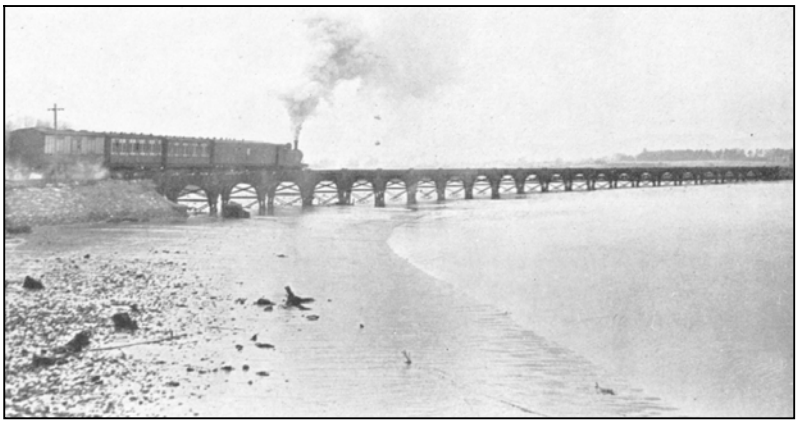


Fig 10.3 A train crossing Castletown Viaduct bound for Greenore, 1951 *(Barrie 1957).*

Even before opening, the INWR was working a quarry near Bellurgan and drawing stone from there with its own locomotives and wagons.

*Operation*

Although nominally under the DNGR, the LNWR was very involved in operating the line and harbour. Its Resident Officer, for instance, was also the Harbourmaster and at one time, the LNWR's Civil Engineer was the joint civil engineer for the DGR with James Barton. Later, the line's permanent way and structures were under the control of the LNWR engineer in Bangor, north Wales!

The DGR was anxious that is trains would connect with the Dublin and Belfast Junction's line at Dundalk. The solution was for the DGR trains to continue on the INWR's line, through Barrack Street, cross the DBJR's line by the Square Crossing, and then gain access to the INWR's Dundalk Station, adjacent to the DBJR's. This involved trains from Greenore reversing at Dundalk West Junction and propelling to the station. Similarly, trains from Dundalk to Greenore had to begin their journey by reversing from Dundalk Station to Dundalk West Junction. This arrangement continued after the opening of the new Dundalk Station in 1894 and remained in use until closure.

The partition of Ireland in 1921 led to a Civil War which disrupted services considerably. From 11th September 1922, the line was closed for 11 days when two spans of the Ballymascanlon Viaduct were damaged. The viaduct was attacked again on 3 October and the line remained closed until 21 December. The Riverstown Viaduct was damaged on 8 March 1923 and repaired by the Free State military only to be damaged again on 6 April which put the line out of action until 15 May 1923.

Cattle always formed an important part of Greenore's trade and, on a happier note for 1923, Greenore was the only port not affected by a dockers' strike. In that year, some 146,000 head of cattle were exported in 169 special sailings with as many as three ships alongside at Greenore at the same time.

The 1920s were difficult years for the line. The War had disrupted traffic considerably and the War of Independence and subsequent Civil War discouraged trading of all sorts. Running costs were also rising. Added to that, the competition from road transport was increasing, particularly for short-haul movements. Cattle dealers from Northern Ireland preferred to avoid the complications of Customs involved in shipping cattle through the Irish Free State.

The DNGR passed from the LNWR into the hands of the London Midland & Scottish Railway (LMS) on 1 January 1923. This company inherited six Irish Sea crossings and the Greenore route was the poor relation in the family. Greenore's passenger figures were never great. Many Irish Sea travellers preferred either a short crossing (such as Dublin-Holyhead or Larne-Stranraer) or a full night's sleep (such as Dublin-Liverpool or Belfast-Heysham). The Holyhead-Greenore route was neither short nor did it offer the passenger a full night's sleep.

Faced with diminishing revenue, a situation exacerbated by the General Strike of 1926, all cross-channel passenger services ceased on 5 April 1927. Freight and livestock traffic continued, however, thus keeping the lines from Dundalk and Newry in use (fig 10.4).

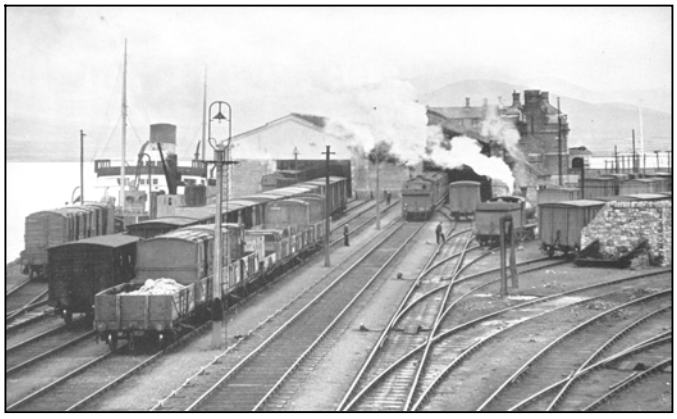


Fig 10.4 Greenore Station, 1951 *(Barrie 1957).*

As early as 1928, the DNGR began negotiations with the neighbouring Great Northern Railway (Ireland) for it to take over the working of the line. This the GNR(I) did, along with the hotel in Greenore, with effect from 1 July 1933.

In 1935, in an attempt to increase traffic, the GNR(I) introduced a railbus which could stop at suitable points between the existing stations; one had been tried successfully earlier in the year on the Greenore-Newry line. As discussed in chapter 2, a railbus is a road bus adapted to run on the railway by adding steel railway-profile tyres to the ordinary, pneumatic, road wheels (fig 10.5).

This railbus and the one on the Greenore-Newry line replaced steam trains on the days when there were no sailings to or from Greenore (when there was no need for rolling stock for parcels, goods and livestock). They became the property of the DNGR and differed from the GNR(I) railbuses in having a headlamp mounted above the destination blind at the front.


Fig 10.5 Railbus at Dundalk Works *(C Friel Collection/ Duffner).*

The new railbus service began on 7 July 1935 when four new halts came into use. In order from Quay St Station, they were Bellurgan Point, Annaloughan, Gyles Quay, and Crossalaney.

An important addition to the line and its traffic was the establishment of an alcohol factory at Riverstown, eight miles from Dundalk, in 1938. The factory was rail connected and was an important source of revenue for the line. Powered by coal imported via the North Wall in Dublin, the factory used locally-grown potatoes and molasses from the Comhlucht Suicre Éireann factories (at Mallow, Thurles, Tuam and Carlow) to produce industrial alcohol, which went to Dublin's North Wall for distribution and/or export.

Unfortunately, the 1939-45 War brought an end to the shipping cattle out of Greenore and the number of sailings reduced from three a week to just one. Cattle exports resumed after the War but only 5000 head of cattle were carried in 1945-46. Rail passenger traffic, too, declined and the line made a loss of £50,000 in 1950.

*Closure*

In 1948, the LMS, with all the other big companies, was nationalised and became part of the British Transport Commission and its operating arm, British Railways. By now, there were accumulated losses of £728,957, plus unpaid debenture interest of £394,272. The prospects of recovery were bleak indeed. The Commission explored various options to keep something running but, in the end, it gave notice that the line would close on the last day of 1951 (fig 10.6). Rumours of government rescue or Great Northern ownership came to nothing. The last sailing from Greenore was on 29 December and the last trains ran (in intermittent blizzards) on 31 December.

The formal Order to abandon the line from Dundalk to Greenore eventually came on 22 December 1953. The only section to remain open was from the Barrack St Depot, on the Enniskillen line, to St George's Quay. This was eventually closed by the Ministry of Industry and Commerce around 1955. Due to many legal complications, the Board of the DNGR did not have its final meeting until 26 July 1957.

The abandoned line and viaducts were sold for scrap to Hammond Lane of Dublin. The station buildings were all auctioned off separately.

Fig 10.6 Departing Bellurgan Station, 28 Dec 1951, three days before the line closed *(C. Friel Collection: EMP21P/ E.M. Patterson).*

## 10.2 Line description

The line commenced at an end-on junction with the INWR at Windmill Road, just south of Quay Street Station. It then crossed Dundalk Bay on two long viaducts and followed the north shore of the bay to Bellurgan Station. Running eastwards, it cut inland to run parallel with the Dundalk-Greenore Road and over the Castletown River at Riverstown. After Bush Station, it diverged from the road at Rogan's Cross, running in a north-easterly direction as far as Carlingford Lough. Here it turned eastwards on an embankment along the foreshore to terminate at Greenore. The lengths of the sections between stations are as follows:

| Section | From | To | Length (km) |
|---|---|---|---|
| 81 | Windmill Road Junction | Quay Street | 0.18 |
| 82 | Quay Street | Bellurgan | 5.84 |
| 83 | Bellurgan | The Bush | 8.37 |
| 84 | The Bush | Greenore | 6.11 |
| | | *Total* | *20.50* |

Since abandonment and the lifting of the lines, much of the track bed has been reclaimed for agriculture and is no longer clearly visible except from aerial photographs. There are three particularly intact sections of embankment, with a total length of 4.6km (fig 10.7). The two sections along the shores of Dundalk Bay and Carlingford Lough are pitched with stone along their seaward faces to protect them from wave action.

| Section | Location | Type | Length (m) |
|---|---|---|---|
| S08201 | From north end of former Castletown Viaduct to west end of former Ballymascanlan Viaduct | Embankment | 2437 |
| S08301 | Along foreshore of Dundalk Bay east of Bellurgan | Embankment | 1000 |
| S08401 | Along foreshore of Carlingford Lough from junction with Newry line to Greenore (in grounds of Greenore Golf Club) | Embankment | 1190 |


Fig 10.7 Stretches of interest along Dundalk-Greenore line.

## 10.3 Sites

There were eight stations and halts along this line, 28 bridges, 35 level crossings and several miscellaneous structures.

*Stations and halts*

Besides the terminals at Dundalk and Greenore, there were intermediate stations at Bellurgan and Bush. All date from the 1870s when the line was constructed. As noted above, four additional railbus halts were opened in 1935 at Bellurgan Point, Annaloughan, Gyles Quay, and Crossalaney. None of these entailed new works apart from a stoned area for boarding and disembarking the railbus.

Of all the stations and halts, only Quay Street and Bush survive in a reasonably intact state, both with station houses (fig 10.8). The Quay Street terminus is particularly striking on account of its Classical ashlar limestone entrance on what is otherwise a utilitarian single-storey brick and rubble building. Vestiges of its platform and a largely unaltered station master's house also survive. Bush Station is a single-storey brick building incorporating both the station building and station master's house.

Fig 10.8 *Left* Quay Street Station, Dundalk. *Right* Bush Station.

*Bridges*

The three commonest type of bridge along this line are rail/river (7), rail/road (11), and road/rail (8). Three of the rail/river bridges were particularly impressive: the two 22-span metal girder viaducts over the Castletown River at Dundalk (08203) and across Dundalk Bay at Ballymascanlan (08208), and the five-arched Riverstown Viaduct over another Castletown River (08317). Virtually nothing of these bridges now survives. Three of the remaining rail/river bridges are all semicircular arched culverts, and the fourth is a pipe culvert.

Of the 11 rail/road bridges, at least three were metal beam spans and five were masonry arches (the remaining three have been demolished). As one would expect, those over public roads had longer spans than those over accommodation tracks. However, the longest span is only 7.6m, some 1.5m less than road/rail bridges. The decks of all the beam bridges were removed for their scrap value. By contrast, only one arch has been demolished, presumably because it was more difficult to do so. All the surviving arches have semicircular and segmental profiles, brick soffits and rusticated stone voussoirs (fig 10.9). All but one of these bridges is orthogonal, i.e. the railway crosses the road at right angles. The one skew bridge (08304) also has skewly laid brickwork to its soffit.

Seven of the eight road/rail bridges survive and are all masonry spans of semi-elliptical profile. Such a profile balanced the need for sufficient headroom for the rolling stock and a flattish carriageway for vehicles. The bridges are remarkably uniform in their size and design. As one would expect, those carrying accommodation tracks are narrower (3-4m between parapets) than those carrying public roads (7.5-8m). With the exception of one slightly skewed bridge, all cross the railway at right angles. They are otherwise similar to the rail/road bridges, with rusticated voussoirs and brick soffits.

Fig 10.9 Rail bridge over road, Piedmont (08312).

All have road/rail spans are within a centimetre or so of 9.15m, reflecting the fact that they were built to a 30ft gauge, i.e. capable of accommodating two tracks. However, the abutment depths of the rail/road bridges is typically 5.5m, sufficient only for a single track.

*Level crossings and keepers' houses*

Thirty-one level crossings were identified, of which 27 were surveyed. Most were accommodation crossings to fields, and had a single gate at each end, generally hung from slender granite posts. Several had two gates at each end, presumably because the fields which they accessed were in different ownership. Over half these crossings no longer survive. Whilst gateposts are found at all the remaining sites, only 10 have actual gates, all of wrought-iron and to standard 'sunburst' design (fig 10.10). At only two sites do all the gates and posts survive (08211, 08216).

Fig 10.10 Sunburst gate, Bellurgan Point (08211).

Level crossing keepers' houses were identified at five locations. Two have been completely demolished, two have been incorporated in modern houses and are no longer recognisable, and the only relatively complete one – a two-bay, single-storey house - is derelict (fig 10.11).

Fig 10.11 Crossing house and track bed, Marsh North townland (08206).

*Miscellaneous sites*

There were two sidings off the line – one to St George's Quay at Dundalk (08102) and the other to the Cooley Alcohol Factory at Riverstown (08318). No traces of either survive.

There is also a water tank for filling tenders in Rampark townland (08308.2). This appears to have been a modified boiler rather than a purpose built tank.

*Greenore*

Greenore Harbour is still active under Greenore Port Ltd. However, the station is long gone and the hotel was demolished in 2006 in order to facilitate the port's development. Vestiges of several station-related buildings survive, notably the accumulator tower which generated pressure for hydraulic machinery formerly used in the port.

Although a detailed survey is outside the scope of this project, virtually the entire village survives intact and unaltered (fig 10.12).


Fig 10.12 *Top left:* Euston Street, looking north. *Top right:* Anglesey Terrace. *Bottom left:* Co-operative shop on Euston St. *Bottom right:* Hydraulic accumulator tower and gasworks, now the offices of Greenore Port Ltd.

## 10.4 Significant sites

Excluding the village of Greenore, 16 sites have been assessed as being of local industrial heritage significance. A further 10 are of regional significance (fig 10.13). In the following list, site component numbers are in brackets and Protected Structures shown in red. Greenore Village is of regional interest, but outside the remit of this report.

| | |
|---|---|
| 08201 | Quay Street Station: station building (1), platform (2a), platform canopy (2b), toilets (3), station house (4). |
| 08213 | Bridge (road/rail) |
| 08304 | Bridge (rail/road) |
| 08312 | Bridge (rail/road) |
| 08316 | Bridge (road/rail) |
| 08319 | Bridge (rail/road) |
| 08324 | Bridge (road/rail) |
| 08401 | Bush Station: station building/ house (1) |
| 08410 | Donnelly's Bridge (road/rail) |
| **08501** | **Greenore Station: accumulator tower (8)** |

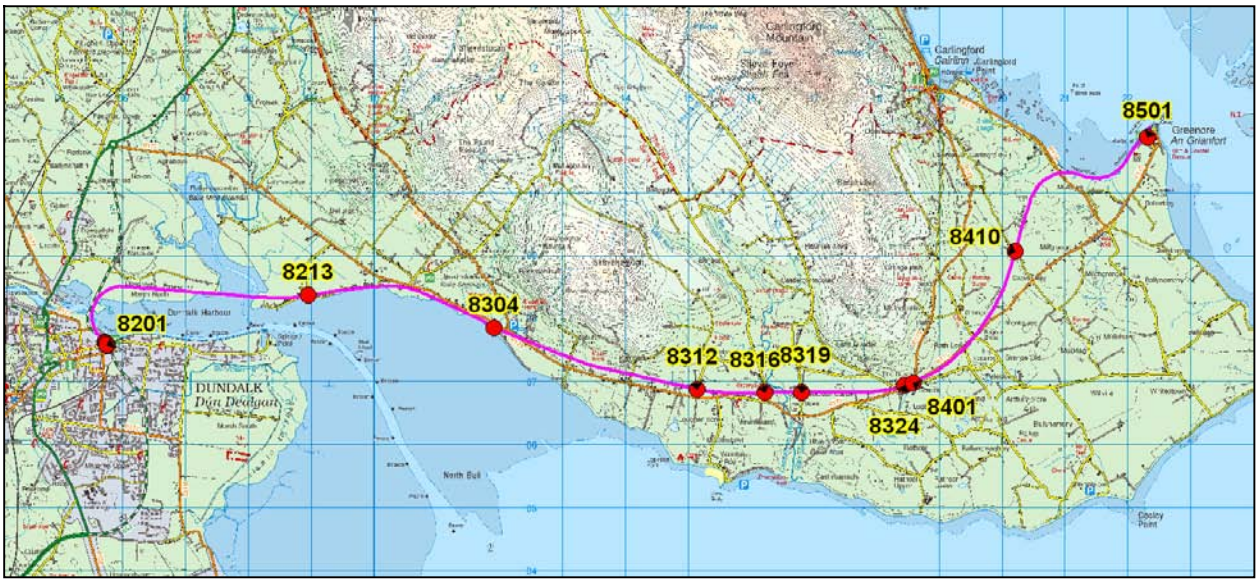



Fig 10.13 Sites of regional heritage interest along Dundalk-Greenore line.

# 11 GREENORE-NEWRY LINE

This 22km line connected Dundalk with Greenore with Newry and ran along the southern shore of Carlingford Lough. Its first 15km (68% of its total length) lies within Co Louth and the remainder in Co Armagh (fig 11.1). The initial 1.6km stretch at the Greenore end runs parallel with the line from Dundalk and made use of the embankment built for the latter.


Fig 11.1 Course of Greenore-Newry railway showing line sections and stations.

## 11.1 History

Following negotiations with the Irish North Western Railway, which was promoting a railway from Dundalk to Greenore, both the Dundalk & Greenore Railway (DGR) and the Newry & Greenore Railway (NGR) were granted their enabling Acts on 28 July 1863.

The NGR's authorised capital was £192,000 in £10 shares. The first directors were J.O. Woodhouse, Hugh Campbell, J.L. Carvill (a director of the Newry & Armagh Railway), A.F. Croom, Edward Parker, John Overend, William Henry, Samuel Gardner, Matthew D'Arcy and Archibald Mateer.

Like the Dundalk-Greenore railway, construction of the line was delayed while the company tried to raise the funds. The NGR's Engineer was G W Hemans and his difficulties came to a head in 1873 when, with no sign of progress, the DGR proposed a Bill to allow it to take over the NGR's line. The London & North Western Railway (LNWR), which was behind the DGR, was reluctant to get involved in or fund this extension but, by an Act of 21st July 1873, the name of the Dundalk & Greenore was changed to the Dundalk, Newry & Greenore Railway (DNGR).

*Construction*

The NGR had previously awarded its construction contract to a Mr Watson who had built the Newry-Armagh railway. By 1873, however, Mr Watson had withdrawn due to bankruptcy. In August 1874, the DNGR awarded the contract to Connor and Manisty who had completed the DGR's line. The first sod of the new line was dug at Carlingford by Mr R.H. Rutherford to the accompaniment of a cannon mounted on the nearby King John's Castle.

Part of the terms of the new Act required the DNGR to contribute £600 towards the building of a new coastguard station at Omeath which included a house, cottages, boathouse, slipway, watch-room and store. Another clause required the DNGR to pay the previous railway company some £6000 for lands already acquired. All of these financial difficulties drew the LNWR into making significant - and increasing - financial contributions.

The initial plan was to excavate a tunnel through a rocky headland at King John's Castle, on the Omeath side of Carlingford. However, Lord Charlemont, the landowner, agreed to a cutting when construction got under way in 1874. The other principal engineering feature was the bridge over the mouth of the Essmore River between Carlingford and Omeath. Also known as McCann's Bridge, it had a span of 14.7m (48ft) between its skewed abutments. One of the girders was dislodged in a massive flash flood in 1926. Local folklore has it that fish were found speared on the nearby gorse bushes afterwards!

Because of the line's proximity to the shore, the seaward side of its embankment required pitching with stone in many places to prevent wave erosion. Breaches occurred during the winter of 1876-77 and again on 16 December 1917. On the latter occasion, some 150m of embankment near Greenore were washed away and the line was closed for four days.

The line took two years to complete and was opened on 1 August 1876. It was to the Irish standard gauge of 5 foot 3 inches and was single throughout. The intermediate stations were both in Co Louth, at Omeath and Carlingford. They had only one platform each, on the inland side of the line, and trains could cross only at Carlingford (fig 11.2).

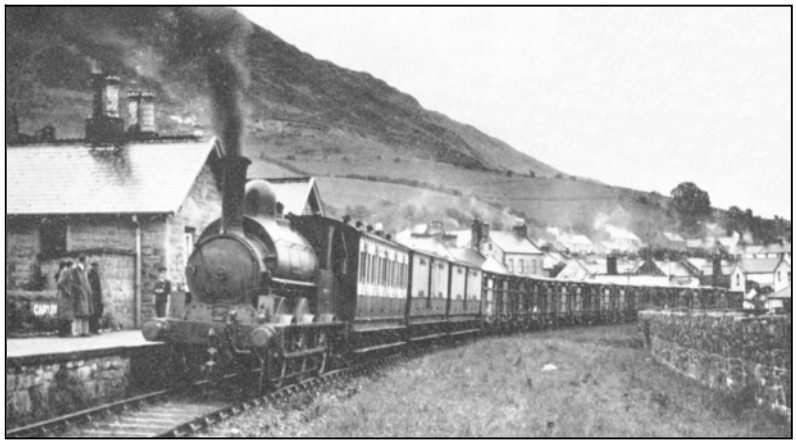


Fig 11.2 A Greenore-bound train at Carlingford Station, June 1938 *(McCutcheon 1969/ William Robb).*

*Operation*

There was a plan, in the Newry & Greenore days, that the Newry & Armagh Railway would work the line at a cost of £4000 per annum. That arrangement disappeared with the setting up of the DNGR who operated the single-track line from the start. Its engines, carriages and wagons provided by the LNWR (built to Irish Standard gauge).

There are no recorded instances of damage to the line during either the War of Independence or the Civil War. After the establishment of the Irish Free State, a Customs post was established at Omeath which was mainly concerned with south-bound trains.

Greenore was an important export point for cattle from counties Down and Armagh but this trade almost died after partition in 1921. The Newry line suffered from the same competition as its Dundalk sister, mentioned in the previous chapter.

The DNGR became part of the London Midland & Scottish Railway (LMS) on 1 January 1923. The GNR(I) then took over the working of the line on 1 July 1933. Two years later, a railbus was introduced. This was basically a road bus adapted to run on the railway. It had a platform across the back end with steps reaching down almost to rail level and could therefore stop at level crossings between stations.

With effect from 7 July 1935, two new railbus stopping places were created for use by the railbus. They were at Dunstable's Crossing, 4km from Greenore, and at White's Crossing, between Carlingford and Omeath. Unlike halts, which had platforms, railbus stopping places merely had a scatter of stones to make a firm standing.

*Closure*

In 1948, the LMS was nationalised and became part of the British Transport Commission and its operating arm, British Railways. Faced with increasing losses due to the post-war decline in cross-channel trade, it was decided to axe the Holyhead ferry. The last ship sailed from Greenore on 29 December 1951 and the last trains ran two days later.

The abandonment Order was made on 22 December 1953, but the DNGR was not formally wound up until 26 July 1957. The line was subsequently lifted for scrap and the various buildings sold off.

## 11.2 Line description

The line commenced at its junction with the Dundalk-Greenore railway and swept around the bay to Carlingford. Leaving the village, it cut through the rocky headland at King John's Castle and then hugged the sometimes steeply sloping shoreline to Omeath. Further on, another deep cutting brought it to the county boundary with Armagh, thence it followed the Newry Canal to its terminus at Bridge Street (subsequently the trains ran through to the Great Northern Railway station at Edward Street). The lengths of the sections between stations as far as the border are as follows:

| Section | From | To | Length (km) |
|---|---|---|---|
| 91 | Greenore | Carlingford | 4.25 |
| 92 | Carlingford | Omeath | 7.52 |
| 93 | Omeath | Co Armagh border | 3.47 |
| | | *Total* | *15.24* |

Although the actual tracks are long lifted, the course of the line is still evident in many places, particularly where it has been embanked along the shore of Carlingford Lough and also terraced into the hillside.

There are four particularly good sections of embankment between the line's divergence from the Dundalk line and Carlingford, all pitched with stones on their seaward side to prevent wave erosion. In the relatively recent past, these embankments have been widened on their landward side to accommodate a new road between Greenore and Carlingford. Also of note is the deep rock cutting at King John's Castle and the cutting through a spur near the border with Co Armagh (fig 11.3).

| Section | Location | Type | Length (m) |
|---|---|---|---|
| S09101 | North-west of junction with Dundalk line, along shore of Carlingford Lough | Embankment | 326 |
| S09102 | North-west of S09101, along shore of lough. | Embankment | 206 |
| S09103 | North-west of S09102, across foreshore of lough. | Embankment | 450 |
| S09104 | Around lough shore at Carlingford. | Embankment | 248 |
| S09201 | Just north-west of Carlingford, in vicinity of King John's Castle. | Cutting | 413 |
| S09301 | Across spur into Carlingford Lough and onward along lough shore to Co Armagh border. | Cutting; Embankment | 631 |


Fig 11.3 *Left* Stretches of interest along Greenore-Newry line.

*Above* Looking east along S09103, east of Carlingford.

## 11.3 Sites

Features which were built for the Dundalk-Greenore line and which were subsequently made use of by the Newry line (which ran parallel) are described under the Dundalk line (chapter 10). Sites along the Newry line are numbered from its divergence with the Dundalk line, just west of Greenore.

There were two stations and two stopping places along this line, together with 24 bridges, 49 level crossings and seven level crossing houses.

*Stations and stops*

Besides the terminals at Greenore and Newry, there were intermediate stations at Carlingford and Omeath. They date from the mid 1870s when the line was constructed. As noted in the historical review, two railbus stops were also opened in 1935, at Dunstable's Crossing and White's Crossing.

Carlingford Station is a substantial single-storey building which incorporated the station master's house; it is now used as a tourist information centre (fig 11.4).

Fig 11.4 Carlingford Station.

Omeath was much more basic, comprising a rudimentary single-storey wooden station building. Only the platform now survives (fig 11.5).


Fig 11.5 *Left* Omeath Station *(Barrie 1957). Above* The station today.

*Bridges*

By far the most prevalent bridge type along this line are those carrying the line over streams and rivers off the mountains which run down the spine of the Cooley Peninsula; 18 of the 24 identified bridges are of this type and most of these have arched spans, all less than 5m across and of arched or semicircular profile. The culverts and small bridges have stone arches, whereas all the larger ones are of brick.

The largest rail/river bridge is Essmore Bridge (09244), over the Ryland River south-east of Omeath. It had a 14.7m metal girder span which was removed after the line closed (fig 11.6).

In contrast to the large number of level crossings, there are only five instances where bridges were erected at rail-road crossings. Two of these were rail/road bridges; one – a beam bridge – survives, but without its deck.

Fig 11.6 *Left* Essmore Bridge *(Barrie 1957). Above* The surviving abutments today.

The other three are road/rail bridges, the most prominent of which is the masonry arch bridge on the northern approach to Carlingford (09204). It has a 10m span and was built as a consequence of King John's Castle being otherwise cut off due to the deep railway cutting on its landward side.

The most notable road bridge, from a technical viewpoint, is the one over a cutting in Cornamucklage townland (fig 11.7). It comprises cast-iron I beams with longitudinal brick jack arches between them, all spanning 8m.

The semi-elliptical accommodation bridge (09313) in the same townland is the only one to have been built to the standard width of 8.52m (28ft). A footbridge is also recorded adjacent to a level crossing at the south end of the rock-cut section of track at Carlingford (09203.2).

Fig 11.7 Metal beam bridge near Co Armagh border (09314).

*Level crossings and keepers' houses*

This line has the highest density of level crossings of all the railways in counties Louth and Monaghan, 49 being identified in this survey. Between its junction with the Dundalk line and the Co Armagh border, there is an average of 3.2 crossings per kilometre The highest concentration is on the section between Carlingford and Omeath, which averages 4.4 per km (i.e. one every 250m). The rights of tenant farmers to access the shore to fish and gather seaweed etc were presumably a key factor in explaining these relatively high linear densities.

Of the 32 crossings, surveyed all but four are gone or have only remnants of their gate pillars; the latter are generally of random rubble, with rounded tops. Fragments of three timber gates survive at three sites (fig 11.8), but an iron sunburst gate survives at only one site (09102).

Fig 11.8 Timber gate near St Patrick's Bridge, Carlingford (09216).

Seven crossings had associated attendants' houses, all of which survive and are occupied. All are of identical design, being two-bay and single-storey in size, and with squared masonry walls with rusticated quoins. Most have been enlarged with modern additions, but two survive virtually unaltered, at Carlingford (09108) and Omeath (fig 11.9).

Fig 11.9 Level crossing house,Omeath (09250).

## 11.4 Significant sites

Of the surveyed sites, 12 have been evaluated as being of local industrial heritage significance. A further six are of regional significance (fig 11.10).

| | |
|---|---|
| 09108 | Level crossing house |
| 09201 | Carlingford Station – station building/ house |
| 09204 | Bridge (road/rail) at King John's Castle |
| 09250 | Level crossing house, Omeath |
| 09313 | Bridge (road/rail) |
| 09314 | Bridge (road/rail) |

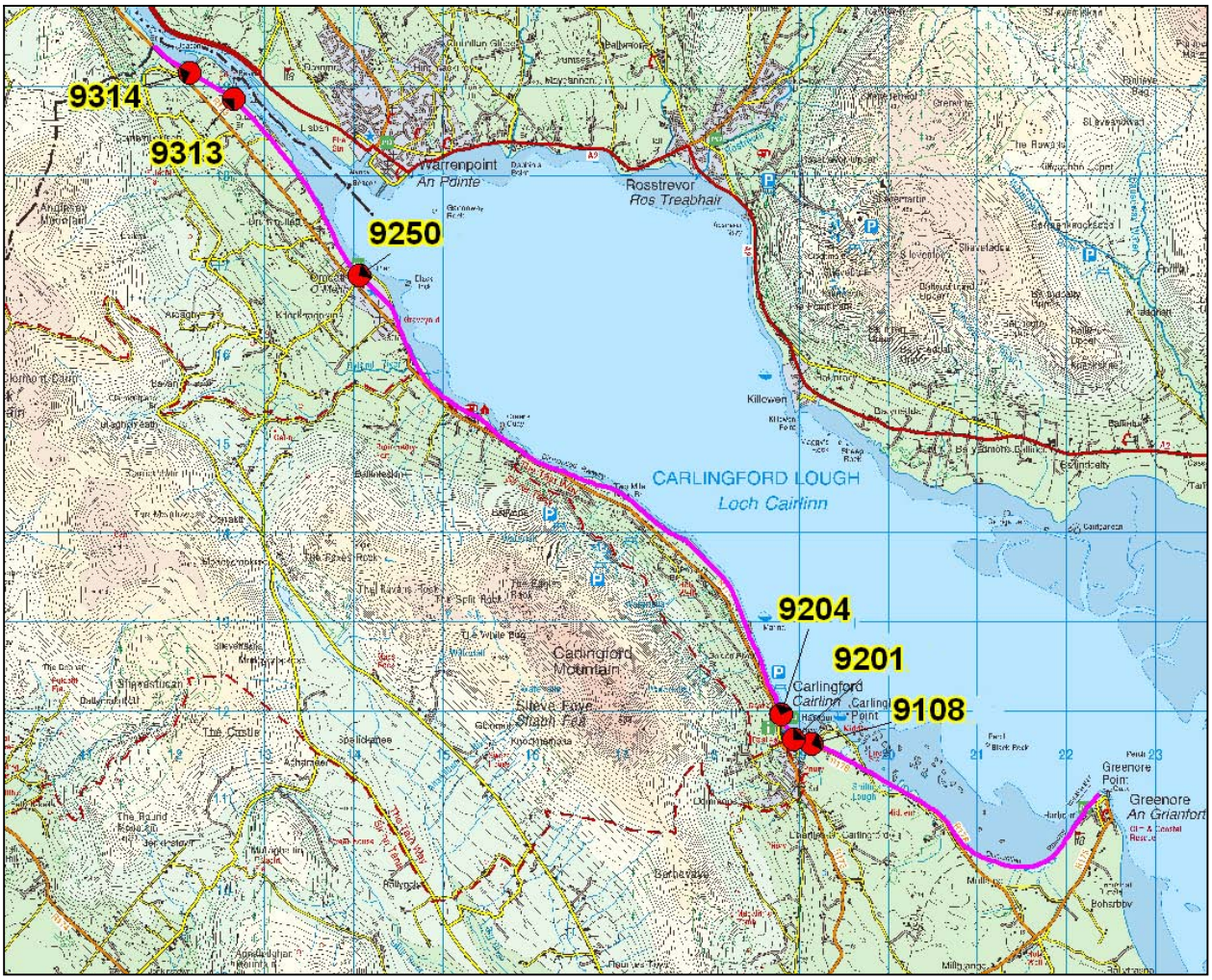



Fig 11.10 Sites of regional heritage significance along Greenore-Newry line.

# 12 DROGHEDA CEMENT FACTORY BRANCH

This 2.4km branch ran from a junction some 800m north of the Boyne Viaduct on the Dublin-Belfast line to Cement Ltd's factory downstream of the viaduct on the northern bank of the river. Because of the topography, it was necessary to make a sweeping loop to bring it gradually down to the factory. It lies entirely within Co Louth (fig 12.1).

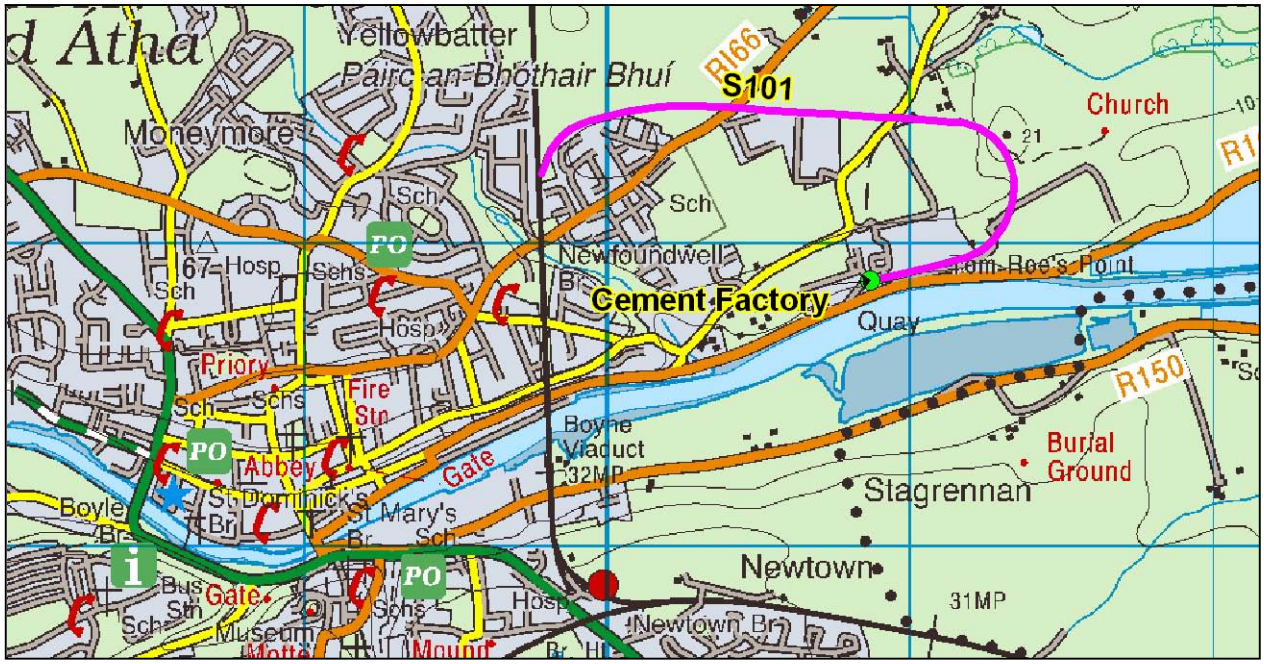



Fig 12.1 Course of Cement Factory branch.

## 12.1 History

This line was constructed and worked by the Great Northern Railway (Ireland). It opened in April 1938 to serve Ireland's first cement factory which was operated by Cement Ltd. This company had been created in 1933 by Eamon de Valera's Fianna Fail government in order to make the fledgling State's economy more self-sufficient.

*Operation*

Near the branch's junction with the main line was a five-road marshalling yard known as the "The Field" or "Field Yard". Further along, the line began its steep and curving right-hand descent towards the factory. On this descent, the line passed a small yard used for loading ballast and there was a loop, installed in summer 1964, to serve the new asbestos plant (on the seaward side of the line). After another steep fall, the line passed an oil terminal and then approached the factory. One siding entered the factory itself while a four-road yard lay on the seaward side of the plant (fig 12.2).

Fig 12.2 Factory end of line, April 1944 (C. Friel Collection: Duffner L525).

Working the traffic required a pilot engine from about 6.30am. Loaded wagons were worked up the hill to “The Field” where they were made up into trains which were worked to Drogheda several times a day (fig 12.3). The locos were usually powerful NQG class 0-6-0s though, later, the only diesel loco on the Great Northern, the German-built MAK, was often used on the heavy work of lifting trains up the hill.[1]

Limestone, the main constituent of cement, was conveyed by means of an aerial ropeway, colloquially known as “The Buckets”, which ran 3.6km to a quarry at Mell. This was a well-known landmark for travellers on the northern road approach to Drogheda. The ropeway opened on 29 March 1938 and closed on 20 Jan 1958 - over 21½ million tons of limestone later!

Fig 12.3 A train approaches the main line with cement for Drogheda goods yard, August 1956. In the background are buckets on the aerial ropeway *(C. Friel Collection: DDN151/ Drew Donaldson).*

The factory received its gypsum by rail from Kingscourt (chapter 13); at one time five or six wagons of gypsum a day came in.

The oil terminal was used to bring in oil for the cement factory and, later, for the new cement factory at Platin.

*Closure*

Cement production ceased in the 1970s, a new factory having opened at Platin, west of Drogheda in 1972. However, the ballast sidings were being used in 1993 in connection with the upgrading work on the main line. The link with the main line was probably removed when that work was completed later in 1994.

## 12.2 Line description

After leaving the junction with the main line, the branch ran east and crossed the Newfoundwell and Newtown roads. It then curved southwards on a downward incline to the cement factory.

A 530m stretch of double-track line (S10101) survives between the road crossings (fig 12.4). As the line is single at and beyond each crossing, its doubling along this stretch is indicative of a passing loop. The actual rails and

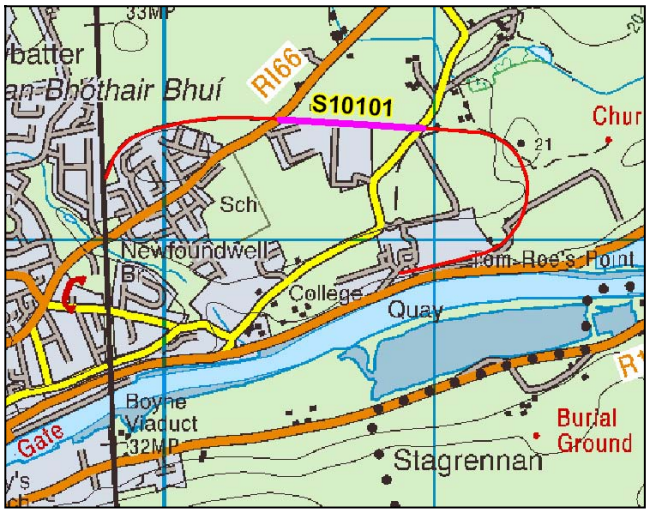



Fig 12.4 Stretches of interest on the Cement branch.

[1] *Irish Railfans' News*, July 1965 pp 20-23.

sleepers are still in place, albeit mostly covered over and overgrown. There are also two signal posts on this stretch.

Sections of line may also survive within the factory grounds but the premises were not inspected during this particular survey.

### 12.3 Sites

Only a vestige of the Newtown Road crossing survives, in the form of two gateposts (fig 12.5). It is of no special heritage significance.

Fig 12.5 Line crossing and gate posts on Newtown Road (10103).

# 13 DROGHEDA-OLDCASTLE LINE

This 63km line ran from a junction on the main Belfast-Dublin line just south of Drogheda Station to Oldcastle, Co Meath, via Navan and Kells. Only first 3km lies within Co Louth, representing just under 5% of its total length (fig 13.1).

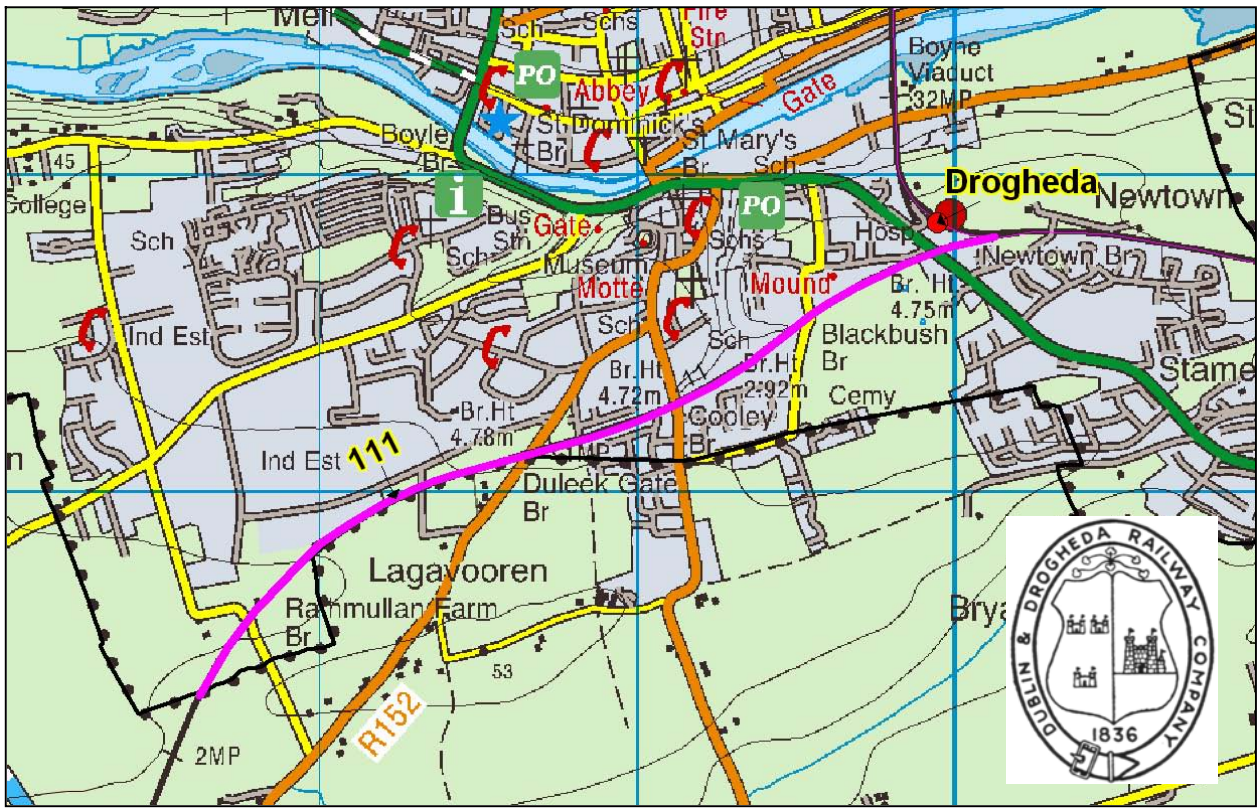



Fig 13.1 Course of Oldcastle line showing section within Co Louth.

## 13.1 History

In chapter 2, it was noted that the Dublin & Belfast Junction Railway (DBJR) had obtained an Act to lay a line between Drogheda and Portadown. When it was incorporated, it was also empowered it to construct a line between Drogheda and Navan. However, as this was to diverge from the Dublin & Drogheda Railway's line south of the Drogheda terminus, it would have been severed from the rest of the DBJR's line. An Act was therefore obtained so that the rights to build the line were transferred to the DDR. At the same time, the DDR obtained powers to extend it from Navan to Oldcastle.

*Construction*

William Dargan was the DDR's contractor and he and his colleague William McCormick were responsible for the line to Navan which opened on 15 February 1850. It was extended to Kells on 11 June 1853 and to Oldcastle on 17 May 1863.

The line was the Irish standard gauge of 5 foot 3 inches and was single throughout. At first, the track was laid with bridge rails between 15 and 18 feet long. These were replaced in 1865-74 by Hardy's 82½ lb bridge rails in lengths of 21, 24 or 27 feet. All track was relaid with steel rails after 1890.

*Operation*

The line was operated by the DDR which amalgamated with the DBJR in 1875 and then with the Dundalk & Enniskillen and Ulster to from the Great Northern Railway (Ireland) in April 1876.

Apart from the all-important passengers and mails, the line's principal traffic was cattle from the plains of Meath en route to Dublin for live export. This traffic declined, as on all Irish lines, after the mid-1950s. Everyday goods trains conveyed agricultural produce out of the district. In later years, many trains of potatoes were sent, in season, from Navan to the sugar factory at Tuam.

The service between Drogheda and Oldcastle, before 1937, consisted of two passenger trains and one goods train each way over the entire branch. After the introduction of a railbus on the branch in 1937, one of the steam-hauled trains to and from Oldcastle was worked by the railbus instead. In addition, the railbus made two return trips between Drogheda and Navan daily and (for a while) a third round-trip late on Saturday evenings. To give greater flexibility to passengers, five additional halts were opened on the Oldcastle line (but none were in Co Louth). A railcar replaced the railbus between June 1956 and September 1957, when a railbus again took over the workings and continued until the line closed to passengers.

The Drogheda-Navan section of the line was crossed by the Midland Great Western's branch at Navan Junction. This ran from Clonsilla, on the Dublin-Mullingar line, to Kingscourt, Co Cavan. When the Clonsilla to Navan section closed on 1 April 1963, trains conveying gypsum from Kingscourt to the cement factory at Castlemungret near Limerick were rerouted onto the Drogheda line. Cement Ltd's factory on the Boyne Road, Drogheda, also received shipments, conveyed via a branch off the main Dublin-Belfast line (chapter 12).

The line lost all its passenger traffic on 14 April 1958 and the Navan-Oldcastle section closed completely on 30 March 1961. However, occasional special goods trains, such as potato trains to Tuam, were run from time to time from Navan until early 1974.

The gypsum traffic from Kingscourt continued until 30 October 2002 when it was transferred to road transport and the branch from Navan to Kingscourt closed.

The fortunes of the Drogheda line were revived by two new traffics. A new cement factory was established at Platin, 4km south-west of the town, in 1972 and was connected to the Drogheda-Navan line. Trains began running on 20th June 1972 and up to four a day brought bulk and bagged cement via Drogheda to Cabra in Dublin and to other depots in the Republic for distribution. Cement was also sent to Belfast and Londonderry. Platin receives its oil by rail from Dublin, though at first it came from Foynes, near Limerick. For some time, the oil also came by rail from a terminal beside Drogheda's other cement factory on the Boyne Road (chapter 12).

The second new traffic came to the line when a short section of the closed line to Oldcastle, west of Navan Junction, was reopened to serve the Tara Mines site. Trains of zinc ore are run from the mine to Alexandra Road in Dublin. These trains began running on 9th August 1977 and still continue with up to three daily trains on five days of the week (fig 13.2)

Fig 13.2 At the junction of the main line on 30 October 2007. A Iarnród Éireann diesel-electric loco is hauling empty cement tankers to Platin. A loaded train of ore from Tara Mines to Dublin waits in the background *(C. Friel: DCSF0116).*

## 13.2 Line description

Immediately after diverging from the main line just south of Drogheda Station, the double track line crosses the main Dublin Road. It then reduces to a single track and sweeps around the southern suburbs of Drogheda town, in places carried on a low embankment. It enters Co Meath just after Rathmullan Farm Bridge. This section (S111) measures 2.98km and, as noted above, is still in operation. However, there are no stretches of special note.

## 13.3 Sites

Apart from the junction and a now-demolished signal box, all the features on this section are bridges, nine in all. Only one is an overbridge, a modern reinforced-concrete replacement road bridge at the section's west end.

The remaining eight all carry the line over accommodation tracks and public roads. These are generally masonry arches, those over accommodation roads spanning less than 4m, and those over roads spanning 5-6m (fig 13.3).

Fig 13.3 Rail bridge over Naul Road (11106).

The two longest spans, both over public roads, are highly skewed beam bridges with replacement decks. That over the Dublin Road (11102) has the longest span at 10.7m measured orthogonally and 12.1m on the skew (fig 13.4). Because it carries two tracks, the abutments are fully utilized used to support the deck. In contrast, only half the abutment width is used on the other beam bridge (11109) as the line is now single.

## 13.4 Significant sites

A high proportion of the bridges on this section of line – eight in all - are of local industrial heritage interest, but none has sufficient merit to be of regional significance.

Fig 13.4 Skew plate girder bridge over Dublin Road.

# 14. CONCLUSIONS

## 14.1 Line overview

There are 227km of track bed in counties Louth and Monaghan. The longest is the Dundalk-Enniskillen line (67km), followed by the Dublin-Belfast (46km) and Portadown-Cavan lines (37km). All the branch lines are generally around 10km or less.

Although the lines are divided almost equally between the two counties, in terms of their lengths, Louth is actually better served, having 13.2km of track per 100km$^2$ of surface area compared with 9.2km per 100km$^2$ for Monaghan. This is due to the fact that it is on the main Dublin-Belfast line, encompasses two major urban areas (Drogheda and Dundalk), and has a higher overall population density, with 95 persons/km$^2$ compared with 79/km$^2$ for Monaghan (*Atlas and Cyclopedia of Ireland* for the year 1900).

Upwards of 50km of track remains in everyday use. All of it lies in Co Louth, on the Dublin-Belfast line (46km) and Drogheda-Oldcastle line (3km).

| Line | | Co Louth (km) | Co Mon (km) | Length (km) |
|---|---|---|---|---|
| 1 | Dublin-Belfast Line | 45.8 | | 45.8 |
| 2 | Ardee Branch | 7.8 | | 7.8 |
| 3 | Dundalk-Enniskillen Line | 12.7 | 54.4 | 67.1 |
| 4 | Carrickmacross Branch | 0.7 | 10.1 | 10.8 |
| 5 | Armagh-Castleblaney Line | | 8.0 | 8.0 |
| 6 | Cootehill Branch | | 8.9 | 8.9 |
| 7 | Portadown-Cavan Line | | 37.1 | 37.1 |
| 8 | Dundalk-Greenore Line | 20.5 | | 20.5 |
| 9 | Greenore-Newry Line | 15.2 | | 15.2 |
| 10 | Drogheda Cement Factory Branch | 2.4 | | 2.4 |
| 11 | Drogheda-Oldcastle Line | 3.0 | | 3.0 |
| *Overall total length* | | *108.1* | *118.5* | *226.6* |

## 14.2 Significant stretches

The objective of any railway engineer is to lay the track bed as level as possible, with the minimum of cuttings and embankments, both of which require moving earth and rock from one to the other. Level sections are, however, susceptible to land reclamation once the line becomes disused, and it is generally only where there are embankments and cuttings that defunct lines are apparent.

Although some stretches have been reclaimed for agriculture or are used as accommodation tracks and public roads, all the lines are still traceable for most of their lengths with the aid of large-scale maps.

Some 24km of track bed has been identified as being of particular interest, largely on account of the scale of their embankments and cuttings. Exceptionally, although the Ardee Branch was built mostly on the level, its line has been preserved as a public footpath alongside the modern road which now follows its course. The only other line with a public footpath is on part of the Dundalk-Enniskillen line.

It is recommended that the creation of additional public footpaths along these significant stretches be investigated, particularly in the case of lines 5 and 8.

| Line | | Length (km) |
|---|---|---|
| 2 | Ardee Branch | 5.7 |
| 3 | Dundalk-Enniskillen Line | 8.9 |
| 5 | Armagh-Castleblaney Line | 1.4 |
| 7 | Portadown-Cavan Line | 1.0 |
| 8 | Dundalk-Greenore Line | 4.6 |
| 9 | Greenore-Newry Line | 2.3 |
| 10 | Drogheda Cement Factory Branch | 0.5 |
| *Total length of significant stretches* | | *24.4* |

### 14.3 Site survival

Six hundred and twenty-seven sites have been identified in this survey. Excluding the 46km long Dublin-Belfast line (which was not surveyed), one can expect to encounter an average of 3.5 sites per kilometre of line travelled (although some will have disappeared).

Twenty-six stations were identified, at an average spacing of 8km. Moreover, there are very few places in either county which are more than 8km from a station.

| | Sites | Site components | Stations |
|---|---|---|---|
| Co Louth | 229 | 340 | 12 |
| Co Monaghan | 399 | 564 | 14 |
| *Total* | *627 ** | *903 ** | *26 *** |
| * One site/component is shared by both counties. ** Excludes Drogheda. | | | |

Some 903 separate components were identified at the above sites. The vast majority of the sites with more than one component are stations and generally consist of the station building (ticket office, waiting room, luggage office etc), at least one platform, a goods shed, loading beach, station masters' house, and signal box.

One-third of the identified components are level crossings, and a further third are bridges (mostly rail/road, followed by road/rail and rail/river). Each of the other component types account for less than 5% of the total and are mainly platforms, station buildings/houses and level crossing houses.

Of the 858 components which were actually surveyed, almost 40% were found to be complete or to have substantial remains. However, the survival rate varies widely according to the type of component, its materials, and potential for adaptive reuse.

Although level crossings account for one-third of all components, their survival rate is extremely low (7%) and comparatively few are still reasonably intact. This is due to the fact that their gates are prone to removal by souvenir hunters and the posts are easy to remove to facilitate the passage of agricultural machinery across the former lines.

If level crossings are excluded, the survival rate of all other component types increases to 53%. (319 out of 602 have complete or substantial remains).

Station buildings, station masters' houses and level crossing keepers' houses all have a high survival rate of around 75%. This is largely because they can continue in occupation despite the demise of the railways which they were originally built to serve.

Likewise, there is a high survival rate for bridges (65%). Most of those carrying roads over the former lines are still in use. In the case of defunct bridges, most of which are of stone/brick, there is little to be gained by demolishing them.

| | Number | % Total | Number surveyed | Number with complete or Sub remains | % Survival |
|---|---|---|---|---|---|
| Level crossing | 301 | 33% | 256 | 17 | 7% |
| Bridge | 284 | 31% | 284 | 185 | 65% |
| Platform | 42 | 5% | 42 | 21 | 50% |
| Station building/ house | 40 | 4% | 40 | 29 | 73% |
| Level crossing house | 36 | 4% | 36 | 27 | 75% |
| Signal box | 31 | 3% | 31 | 2 | 6% |
| Hardstands | 19 | 2% | 19 | 0 | 0% |
| Goods shed | 18 | 2% | 18 | 7 | 39% |
| Others (engine shed, junction, siding, water tank etc) | 132 | 15% | 132 | 48 | 36% |
| *Total* | *903* | | *858* | *336* | *39%* |

### 14.4 Recommendations for statutory protection

Those sites rated as being of regional or national industrial heritage significance merit statutory protection. Overall, 93 are of sufficient interest to warrant such protection. This high number is due in no small measure due to the survival of the stations and many high-quality bridges along the lines. The sites and their respective components are listed in Appendix 1 of this report.

At the moment, only three sites in Co Louth and eight in Co Monaghan are included in their respective Records of Protected Structures (RPS). No sites are included in either county's Record of Monuments & Places (RMP).

Extensions of the existing RPS schedules are recommended for two sites in Co Louth and for one in Co Monaghan.

In addition, 82 new sites are recommended for statutory protection: 22 new RPS listings in Co Louth, 56 RPS listings and four RMP listings for Co Monaghan. Most of these new listings are on the Dundalk-Enniskillen and Portadown-Cavan lines.

| | Existing RPS sites | Additions to existing RPS sites | New RPS sites | Existing RMP sites | New RMP sites |
|---|---|---|---|---|---|
| CO LOUTH | | | | | |
| Line 1 | 1 | 1 | 2 | | |
| Line 2 | 1 | 1 | 2 | | |
| Line 3 | | | 3 | | |
| Line 8 | 1 | | 9 | | |
| Line 9 | | | 6 | | |
| *Total* | *3* | *2* | *22* | *0* | *0* |

| CO MONAGHAN | | | | | |
|---|---|---|---|---|---|
| Line 3 | 5 | | 17 | | 4 |
| Line 4 | 1 | | 5 | | |
| Line 5 | | | 4 | | |
| Line 6 | | | 6 | | |
| Line 7 | 2 | 1 | 24 | | |
| *Total* | *8* | *1* | *56* | *0* | *4* |

### 14.5 Recommendations for further work

Detailed surveys are recommended for three railway-related complexes outside the scope of the present survey: the GNR village and engineering works at Dundalk (01402, 01403), and the railway village at Greenore (08502).

It is also recommended that measured drawings be prepared for the following bridges, all of which are of metal/timber beam construction. Because most are falling into disrepair and are impractical to preserve, conservation by record is the only viable option. In all cases, plans, elevations and cross-sections should be drawn up.

| | |
|---|---|
| 03402 | Bridge (road/rail) |
| 03616 | Bridge (road/rail) |
| 03627 | Bridge (road/rail) |

| | |
|---|---|
| 03715 | Bridge (road/rail) |
| 06108 | Bridge (road/rail) |
| 06113 | Bridge (road/rail) |

Finally, it was evident during fieldwork that many people had fond memories of the railway and regretted its demise. However, a disregard for the surviving railway heritage was also demonstrated by the fly tips sometimes encountered in the vicinity of road bridges over defunct railway cuttings.

In order to foster a greater public understanding of the railway heritage of Louth and Monaghan, it is recommended that the findings of this survey be disseminated to a wider audience though an on-line and/or hard-copy publication.

# APPENDIX 1:

# SITES OF INDUSTRIAL HERITAGE SIGNIFICANCE
# AND
# RECOMMENDATIONS FOR STATUTORY PROTECTION

| Already in RPS | | Recommended for RPS | | Recommended for RMP | |
|---|---|---|---|---|---|
| **1. DUBLIN-BELFAST LINE** | | | | | |
| 01101 | Dunleer Station - station building (1), goods shed (5) | 01101 | Dunleer Station - platforms (2a, 2b), station house (4) | | |
| | | 01402 | GNR Works | | |
| | | 01403 | GNR Works village | | |
| **2. ARDEE BRANCH** | | | | | |
| 02201 | Ardee Station: station building (1), engine shed (6), station house (11) | 02104 | Bridge (road/rail) | | |
| | | 02125 | Bridge (rail/river) | | |
| | | 02201 | Ardee Station: platform (2), goods beach (4), cattle beach (5), station entrance (12), livestock entrance (13) | | |
| **3. DUNDALK-ENNISKILLEN LINE** | | | | | |
| 03302 | Bridge (rail/road) | 03109 | Bridge (road/rail) | 03426 | Tunnel at Castleblaney |
| 03603 | Water tower at Ballybay | 03217 | Bridge (road/rail) | 03813 | Bridge (rail/river) at Ballynure (2) |
| 03604 | Bridge (rail/river) over Dromore River | 03223 | Bridge (road/rail) | 03815 | Abandoned tunnel at Ballynure |
| 03815 | Abandoned tunnel at Ballynure | 03305 | Bridge (rail/river) over Fane River | 03817 | Bridge (rail/road) (2) |
| 03816 | **BRIDGE (RAIL/RIVER) OVER FINN RIVER** | 03317 | Bridge (rail/road) | | |
| | | 03402 | Bridge (road/rail) | | |
| | | 03501 | Castleblaney Station: station building/ house (1), entrance (9) | | |
| | | 03601 | Ballybay Station: station building (1), platform (2), signal box (3), station house (7), entrance (8) | | |
| | | 03612 | Bridge (rail/road) | | |
| | | 03627 | Bridge (road/rail) | | |
| | | 03701 | Monaghan Road Station: station building (1), platform (2) | | |
| | | 03707 | Bridge (rail/road) | | |
| | | 03711 | Bridge (rail/road) | | |
| | | 03726 | Bridge (road/rail) | | |

| | | | | | |
|---|---|---|---|---|---|
| | | 03801 | Newbliss Station: station building/ house (1), platforms (2a, 2b), waiting shelter (3), goods shed (4),signal box (5) | | |
| | | 03803 | Bridge (rail/road) | | |
| | | 03808 | Bridge (rail/road) | | |
| | | 03811 | Bridge (rail/road) | | |
| | | 03814 | Bridge (road/rail) | | |
| | | 03901 | Clones Station: platform (2a), goods shed (4), **ENGINE SHED (6a)**, engine shed offices (6c) | | |
| **4. CARRICKMACROSS BRANCH** | | | | | |
| 04102 | Bridge (rail/road) | 04105 | Bridge (rail/river) over River Finn | | |
| | | 04115 | Bridge (road/rail) | | |
| | | 04201 | Essexford Station: station building (1), platform (2), station house (3) | | |
| | | 04202 | Bridge (road/rail) | | |
| | | 04301 | Carrickmacross Station: goods shed (3a), goods office/ weighbridge (3b), coal shed (5), engine shed (6), water tank (7a) | | |
| **5. ARMAGH-CASTLEBLANEY LINE** | | | | | |
| | | 05201 | Creaghanroe Station: station building (1), platform (2) | | |
| | | 05212 | Bridge (road/rail) | | |
| | | 05214 | Bridge (rail/road) | | |
| | | 05215 | Bridge (rail/river) | | |

| Already in RPS | | Recommended for RPS | | Recommended for RMP | |
|---|---|---|---|---|---|
| **6. COOTEHILL BRANCH** | | | | | |
| | | 06102 | Bridge (rail/river) | | |
| | | 06108 | Bridge (road/rail) | | |
| | | 06113 | Bridge (road/rail) | | |
| | | 06205 | Bridge (rail/road) | | |
| | | 06206 | Railway-related house | | |
| | | 06211 | Bridge (rail/river+road) | | |
| **7. PORTADOWN-CAVAN LINE** | | | | | |
| 07201 | Glaslough Station - station building (1), station entrance (9) | 07105 | Bridge (rail/river) | | |
| | | 07107 | Bridge (rail/road) | | |
| 07403 | Bridge (rail/road) | 07108 | Bridge (rail/road) | | |
| | | 07109 | Bridge (rail/river) | | |
| | | 07110 | Bridge (road/rail) | | |
| | | 07201 | Glaslough Station - platforms (2a, 2b), waiting shelter (3), station house (4), entrance to goods depot (8) | | |
| | | 07207 | Bridge (rail/road) | | |
| | | 07215 | Bridge (rail/road) | | |
| | | 07218 | Bridge (rail/road) | | |
| | | 07301 | Monaghan Station - station building/ station house (1), goods shed (6) | | |
| | | 07303 | Bridge (road/rail) | | |
| | | 07304 | Bridge (rail/road) | | |
| | | 07319 | Bridge (road/rail) | | |
| | | 07320 | Bridge (road/rail) | | |
| | | 07331 | Bridge (road/rail) | | |

| Already in RPS | | Recommended for RPS | | Recommended for RMP | |
|---|---|---|---|---|---|
| | | 07333 | Bridge (road/rail) | | |
| | | 07402 | Bridge (road/rail) | | |
| | | 07411 | Bridge (rail/road) | | |
| | | 07413 | Bridge (rail/river) | | |
| | | 07417 | Bridge (road/rail) | | |
| | | 07422 | Bridge (road/rail) | | |
| | | 07430 | Clones Goods Depot - goods shed (1), cattle beach (7), station entrance (10) | | |
| | | 07510 | Bridge (road/rail) | | |
| | | 07517 | Bridge (rail/river) | | |
| | | 07518 | Bridge (rail/road) | | |
| **8. DUNDALK-GREENORE LINE** | | | | | |
| 08501 | Greenore Station: accumulator tower (8) | 08201 | Quay Street Station: station building (1), platform (2a), platform canopy (2b), toilets (3), station house (4). | | |
| | | 08213 | Bridge (road/rail) | | |
| | | 08304 | Bridge (rail/road) | | |
| | | 08312 | Bridge (rail/road) | | |
| | | 08316 | Bridge (road/rail) | | |
| | | 08319 | Bridge (rail/road) | | |
| | | 08324 | Bridge (road/rail) | | |
| | | 08401 | Bush Station: station building/ house (1) | | |
| | | 08410 | Donnelly's Bridge (road/rail) | | |

| Already in RPS | | Recommended for RPS | | Recommended for RMP | |
|---|---|---|---|---|---|
| **9. GREENORE-NEWRY LINE** | | | | | |
| | | 09108 | Level crossing house (2) | | |
| | | 09201 | Carlingford Station – station building/ house (1) | | |
| | | 09204 | Bridge (road/rail) at King John's Castle | | |
| | | 09250 | Level crossing house, Omeath (2) | | |
| | | 09313 | Bridge (road/rail) | | |
| | | 09314 | Bridge (road/rail) | | |

*Key:*

Co Louth

Co Monaghan

**CAPITALIZED BOLD TYPE** National significance (otherwise regional)

# APPENDIX 2: SITE INDEXES

The easiest way to locate a specific site in the inventory is to search the *Access* database using the 'Filter' facility. An easier, but less flexible, alternative is to perform an 'Edit>Find' operation on the PDF digital versions of the inventories.

Without access to a computer, however, such a search must be done manually. To facilitate this task, the following six indexes have been devised using the most common data fields one is likely to search on. Using one or several of these indexes, it should be possible to determine which site matches the search criteria. Further information on it can then be found in the inventory print-outs.

| | | | | |
|---|---|---|---|---|
| 1. | Name | Site number | | |
| 2. | Site type | Nat Grid -Easting | Nat Grid -Northing | Site number |
| 3. | Nat Grid - Easting | Nat Grid -Northing | Site type | Site number |
| 4. | County | Site number | | |
| 5. | Database | Name | Site type | Site number |
| 6 | Statutory Protection | Name | Site type | Site number |

### 1. Name index

Sites are alphabetically ordered by name (usually as given on the OS map).

### 2. Site Type index

Sites and components are alphabetically ordered by type (e.g. level crossing, station), and then by four-figure National Grid co-ordinates (easting and northing to 100m precision).

### 3. National Grid index

Sites are numerically ordered by easting and northing (to 100m), and then by site type. This index should be used in conjunction with the OS 1:50k Discovery-series maps.

### 4. County index

The sites lying within Louth and Monaghan are differentiated.

### 5. Other databases index

The two databases in which some sites also appear are the Monaghan Industrial Archaeology Record (MOIAR), which was compiled for mills in the county, and the National Inventory of Architectural Heritage (NIAH). The sites are listed according to the reference number in database in which they appear, together with their type.

### 6. Statutory Protection index

Some sites are included in the Louth or Monaghan Records of Protected Structures (Louth RPS; Monaghan RPS).

| NAME | Site number |
|---|---|
| Annacroft Crossing | 04207 |
| Annadrumman Crossing | 03418 |
| Annadrumman Halt | 03418 |
| Annaghraw Crossing | 07515 |
| Annaloughlan Halt | 08307 |
| **ARDEE STATION** | 02201 |
| Asylum Bridge | 07226 |
| Bacon Factory Siding | 03104 |
| **BALLYBAY STATION** | 03601 |
| Ballymacarry Bridge | 03406 |
| Ballymascanlan Viaduct | 08208 |
| Ballynure Tunnel | 03815 |
| Ballynure Viaduct | 03813 |
| Barrack Street Depot | 03102 |
| Bellurgan Point Halt | 08212 |
| **BELLURGAN STATION** | 08301 |
| Blackbush Bridge | 11104 |
| Blackstaff Crossing | 03310 |
| Blackstaff Halt | 03310 |
| Boyne Road Cement Works | 10105 |
| **BUSH STATION** | 08401 |
| **CARLINGFORD STATION** | 09201 |

| NAME | Site number |
|---|---|
| Carn Crossing | 03902 |
| Carragartha Crossing | 03420 |
| Carragartha Halt | 03420 |
| Carrickallan Crossing | 03214 |
| Carrickallan Halt | 03214 |
| **CARRICKMACROSS STATION** | 04301 |
| **CASTLEBELLINGHAM STATION** | 01301 |
| **CASTLEBLANEY STATION** | 03501 |
| | 05301 |
| Castleblaney Station Crossing | 03427 |
| Castleblaney Tunnel | 03426 |
| Castletown Viaduct | 08203 |
| Cavan Bridge | 07503 |
| Cement Branch Junction | 10101 |
| Cemetery Lane Crossing | 10104 |
| Clonagore Crossing | 07507 |
| Clonedergole Crossing | 03906 |
| Clones Goods Yard | 07430 |
| **CLONES STATION** | 03901 |
| | 07501 |
| Clones Station Crossing | 03829 |

| NAME | Site number |
|---|---|
| Coolderry Bridge | 04117 |
| Coolskeagh Bridge | 03414 |
| Crackers Bridge | 03215 |
| Creaghanroe Crossing | 05202 |
| **CREAGHANROE STATION** | 05201 |
| Crossalaney Halt | 08409 |
| Culloville Bridge | 03317 |
| **CULLOVILLE STATION** | 03401 |
| Derrycreevy Bridge | 05215 |
| Donnelly's Bridge | 08410 |
| Doohamlet Crossing | 03526 |
| Doohamlet Halt | 03526 |
| Doohamlet Siding | 03526 |
| **DROMIN JUNCTION STATION** | 01201 |
| | 02101 |
| Drumate Crossing | 03714 |
| Drumate Halt | 03714 |
| Drumgoose Crossing | 03410 |
| Drumgoose Halt | 03410 |
| Drumshannon Crossing | 03725 |
| Drumshannon Halt | 03725 |
| Dublin Road Bridge | 03107 |

| NAME | Site number |
|---|---|
| Dublin Road Bridge | 11102 |
| Dundalk East Cabin | 03106 |
| **DUNDALK JUNCTION STATION** | 01401 |
| | 03201 |
| Dundalk West Cabin | 03202 |
| **DUNLEER STATION** | 01101 |
| Dunstable's Crossing | 09107 |
| Dunstable's Halt | 09107 |
| East Junction | 03106 |
| Eden Island Crossing | 07221 |
| **ESSEXFORD STATION** | 04201 |
| Essmore Bridge; McCann's Bridge | 09244 |
| Fane River Bridge | 03305 |
| Faulkland Crossing | 07217 |
| Gate Bridge | 11109 |
| **GLASLOUGH STATION** | 07201 |
| Glaslough Station Gates | 07111 |
| GNR Works | 01402 |
| GNR Works village | 01403 |
| Greenore | 08502 |
| **GREENORE STATION** | 08501 |
| Gyles Quay Halt | 08314 |

| NAME | Site number |
|---|---|
| Inniskeen Mills Siding | 03226 |
| **INNISKEEN STATION** | 03301 |
| | 04101 |
| Kane's Rocks Crossing | 05101 |
| Kellybridge Halt | 03216 |
| Killycracken Crossing | 05207 |
| Killycroney Bridge | 03217 |
| Killygragy Halt | 03706 |
| Killygragy No.1 Crossing | 03705 |
| Killygragy No.2 Crossing | 03706 |
| Kinallybane Crossing | 04206 |
| Knocknamaddy Crossing | 03542 |
| Knocknamaddy Halt | 03542 |
| Lannatt Crossing | 03304 |
| Lannatt Halt | 03304 |
| Legar Crossing | 03824 |
| Legar Halt | 03824 |
| Lislynchanan Crossing | 03626 |
| Lislynchanan Halt | 03626 |
| Metal Bridge | 07227 |
| Milltown Bridge | 07303 |
| Monaghan Bridge | 03826 |
| Monaghan Road Crossing | 03629 |

| NAME | Site number |
|---|---|
| **MONAGHAN ROAD STATION** | 03701 |
| **MONAGHAN STATION** | 07301 |
| **MOUNT PLEASANT STATION** | 01501 |
| Mucker Crossing | 04111 |
| Murphy’s Bridge | 08414 |
| Nancy's Bridge | 07511 |
| **NEWBLISS STATION** | 03801 |
| Newfoundwell Crossing | 10102 |
| Newtown Crossing | 10103 |
| **OMEATH STATION** | 09301 |
| Omeath Station Gates | 09250 |
| Pile Bridge | 03617 |
| **QUAY STREET STATION** | 08201 |
| Quay Street Station Gates | 08104 |
| Rathmullan Farm Bridge | 11111 |
| Regan's Bridge | 08406 |
| Ricescross Bridge | 03210 |
| Riverstown Siding | 08318 |
| Riverstown Viaduct | 08317 |
| **ROCKCORRY STATION** | 06201 |

| NAME | Site number |
|---|---|
| Scott's Crossing | 07204 |
| Shantonagh Halt | 03609 |
| Shantonagh Junction | 03609 |
| Shantonagh Junction | 06101 |
| **SMITHBOROUGH STATION** | 07401 |
| Square Crossing | 03108 |
| St George's Quay Siding | 08103 |
| Thomastown Bridge | 03206 |
| Tullagee Bridge | 03223 |
| West Junction | 03202 |
| White's Crossing | 09235 |
| White's Halt | 09235 |
| Windmill Road Junction | 03101 |
| | 08101 |

**1. INDEX BY NAME**

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Accumulator tower | 3223 | 3108 | 08501 | 08 |
| Boiler house | 3223 | 3108 | 08501 | 10a |
| Bridge (foot/rail) | 2498 | 3261 | 03901 | 02c |
| Bridge (foot/rail) | 2670 | 3341 | 07302 | |
| Bridge (foot/rail) | 2824 | 3197 | 03501 | 02c |
| Bridge (foot/rail) | 2934 | 3070 | 03301 | 02c |
| Bridge (foot/rail) | 3038 | 2903 | 02101 | 02c |
| Bridge (foot/rail) | 3039 | 2959 | 01301 | 03c |
| Bridge (foot/rail) | 3041 | 3067 | 01401 | 06 |
| Bridge (foot/rail) | 3047 | 3065 | 03105 | 02 |
| Bridge (foot/rail) | 3057 | 3075 | 08104 | 02 |
| Bridge (foot/rail) | 3059 | 2880 | 01101 | 02c |
| Bridge (foot/rail) | 3188 | 3118 | 09203 | 02 |
| Bridge (rail/canal) | 2516 | 3255 | 03822 | |
| Bridge (rail/foot) | 2500 | 3261 | 03829 | 02 |
| Bridge (rail/foot) | 2503 | 3261 | 03827 | |
| Bridge (rail/foot) | 2503 | 3261 | 07430 | 05 |
| Bridge (rail/foot) | 2671 | 3341 | 07301 | 02c |
| Bridge (rail/river) | 2448 | 3186 | 07517 | |
| Bridge (rail/river) | 2451 | 3204 | 07512 | |
| Bridge (rail/river) | 2485 | 3256 | 03908 | |
| Bridge (rail/river) | 2531 | 3248 | 03816 | |
| Bridge (rail/river) | 2537 | 3247 | 03813 | 01 |
| Bridge (rail/river) | 2537 | 3247 | 03813 | 02 |
| Bridge (rail/river) | 2550 | 3285 | 07413 | |
| Bridge (rail/river) | 2551 | 3285 | 07412 | |
| Bridge (rail/river) | 2554 | 3243 | 03806 | |
| Bridge (rail/river) | 2557 | 3242 | 03804 | |
| Bridge (rail/river) | 2569 | 3295 | 07405 | |
| Bridge (rail/river) | 2636 | 3333 | 07318 | |
| Bridge (rail/river) | 2645 | 3340 | 07314 | |
| Bridge (rail/river) | 2651 | 3344 | 07310 | |
| Bridge (rail/river) | 2652 | 3231 | 03628 | |
| Bridge (rail/river) | 2679 | 3224 | 03615 | 02 |
| Bridge (rail/river) | 2681 | 3352 | 07224 | |
| Bridge (rail/river) | 2694 | 3213 | 03610 | |
| Bridge (rail/river) | 2695 | 3213 | 06102 | |
| Bridge (rail/river) | 2698 | 3212 | 03607 | |
| Bridge (rail/river) | 2709 | 3395 | 07209 | |
| Bridge (rail/river) | 2716 | 3206 | 03604 | |
| Bridge (rail/river) | 2718 | 3421 | 07109 | |
| Bridge (rail/river) | 2728 | 3425 | 07105 | |
| Bridge (rail/river) | 2748 | 3210 | 03532 | |
| Bridge (rail/river) | 2760 | 3212 | 03529 | |
| Bridge (rail/river) | 2775 | 3211 | 03523 | |
| Bridge (rail/river) | 2785 | 3209 | 03519 | |
| Bridge (rail/river) | 2819 | 3212 | 05215 | |
| Bridge (rail/river) | 2820 | 3224 | 05211 | |
| Bridge (rail/river) | 2821 | 3216 | 05213 | |
| Bridge (rail/river) | 2821 | 3226 | 05210 | |
| Bridge (rail/river) | 2823 | 3229 | 05209 | |
| Bridge (rail/river) | 2824 | 3251 | 05204 | |
| Bridge (rail/river) | 2824 | 3254 | 05203 | |
| Bridge (rail/river) | 2836 | 3180 | 03423 | |
| Bridge (rail/river) | 2865 | 3032 | 04208 | |
| Bridge (rail/river) | 2901 | 3041 | 04124 | |
| Bridge (rail/river) | 2921 | 3081 | 03305 | |
| Bridge (rail/river) | 2926 | 3069 | 04105 | |
| Bridge (rail/river) | 2973 | 2909 | 02125 | |
| Bridge (rail/river) | 3028 | 3061 | 03204 | |
| Bridge (rail/river) | 3054 | 3080 | 08203 | |
| Bridge (rail/river) | 3063 | 3084 | 08205 | |
| Bridge (rail/river) | 3071 | 3084 | 08207 | |
| Bridge (rail/river) | 3079 | 3083 | 08208 | |

## 2. INDEX BY SITE TYPE

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Bridge (rail/river) | 3114 | 3081 | 08303 | |
| Bridge (rail/river) | 3117 | 3194 | 09316 | |
| Bridge (rail/river) | 3118 | 3193 | 09315 | |
| Bridge (rail/river) | 3147 | 3157 | 09244 | |
| Bridge (rail/river) | 3149 | 3155 | 09241 | |
| Bridge (rail/river) | 3149 | 3155 | 09242 | |
| Bridge (rail/river) | 3154 | 3152 | 09238 | |
| Bridge (rail/river) | 3155 | 3151 | 09236 | |
| Bridge (rail/river) | 3155 | 3152 | 09237 | |
| Bridge (rail/river) | 3165 | 3068 | 08317 | |
| Bridge (rail/river) | 3168 | 3145 | 09229 | |
| Bridge (rail/river) | 3173 | 3141 | 09225 | |
| Bridge (rail/river) | 3178 | 3138 | 09217 | |
| Bridge (rail/river) | 3180 | 3135 | 09213 | |
| Bridge (rail/river) | 3183 | 3130 | 09210 | |
| Bridge (rail/river) | 3184 | 3128 | 09207 | |
| Bridge (rail/river) | 3184 | 3129 | 09208 | |
| Bridge (rail/river) | 3185 | 3125 | 09206 | |
| Bridge (rail/river) | 3190 | 3116 | 09109 | |
| Bridge (rail/river) | 3204 | 3109 | 09105 | |
| Bridge (rail/river) | 3217 | 3102 | 08418 | |

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Bridge (rail/river+road) | 2646 | 3164 | 06211 | |
| Bridge (rail/road) | 2448 | 3185 | 07518 | |
| Bridge (rail/road) | 2506 | 3261 | 03826 | |
| Bridge (rail/road) | 2510 | 3264 | 07427 | |
| Bridge (rail/road) | 2514 | 3267 | 07425 | |
| Bridge (rail/road) | 2517 | 3255 | 03821 | |
| Bridge (rail/road) | 2528 | 3249 | 03818 | |
| Bridge (rail/road) | 2530 | 3248 | 03817 | 01 |
| Bridge (rail/road) | 2530 | 3248 | 03817 | 02 |
| Bridge (rail/road) | 2538 | 3247 | 03812 | |
| Bridge (rail/road) | 2539 | 3247 | 03811 | |
| Bridge (rail/road) | 2539 | 3277 | 07416 | |
| Bridge (rail/road) | 2542 | 3279 | 07415 | |
| Bridge (rail/road) | 2543 | 3280 | 07414 | |
| Bridge (rail/road) | 2550 | 3245 | 03808 | |
| Bridge (rail/road) | 2552 | 3286 | 07411 | |
| Bridge (rail/road) | 2558 | 3291 | 07408 | |
| Bridge (rail/road) | 2562 | 3241 | 03803 | |
| Bridge (rail/road) | 2577 | 3300 | 07403 | |
| Bridge (rail/road) | 2603 | 3321 | 07327 | |
| Bridge (rail/road) | 2606 | 3322 | 07326 | |

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Bridge (rail/road) | 2608 | 3227 | 03711 | |
| Bridge (rail/road) | 2608 | 3324 | 07324 | |
| Bridge (rail/road) | 2612 | 3327 | 07323 | |
| Bridge (rail/road) | 2614 | 3228 | 03708 | |
| Bridge (rail/road) | 2615 | 3329 | 07322 | |
| Bridge (rail/road) | 2616 | 3229 | 03707 | |
| Bridge (rail/road) | 2639 | 3158 | 06217 | |
| Bridge (rail/road) | 2641 | 3336 | 07317 | |
| Bridge (rail/road) | 2642 | 3338 | 07315 | |
| Bridge (rail/road) | 2642 | 3338 | 07316 | |
| Bridge (rail/road) | 2644 | 3162 | 06213 | |
| Bridge (rail/road) | 2645 | 3163 | 06212 | |
| Bridge (rail/road) | 2647 | 3165 | 06210 | |
| Bridge (rail/road) | 2649 | 3343 | 07312 | |
| Bridge (rail/road) | 2651 | 3176 | 06205 | |
| Bridge (rail/road) | 2651 | 3344 | 07311 | |
| Bridge (rail/road) | 2654 | 3180 | 06202 | |
| Bridge (rail/road) | 2657 | 3182 | 06125 | |
| Bridge (rail/road) | 2657 | 3343 | 07309 | |
| Bridge (rail/road) | 2664 | 3231 | 03625 | |
| Bridge (rail/road) | 2665 | 3340 | 07304 | |

## 2. INDEX BY SITE TYPE

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Bridge (rail/road) | 2666 | 3189 | 06119 | |
| Bridge (rail/road) | 2672 | 3230 | 03620 | |
| Bridge (rail/road) | 2677 | 3227 | 03617 | |
| Bridge (rail/road) | 2679 | 3196 | 06112 | |
| Bridge (rail/road) | 2679 | 3224 | 03615 | 01 |
| Bridge (rail/road) | 2680 | 3350 | 07225 | |
| Bridge (rail/road) | 2681 | 3197 | 06111 | |
| Bridge (rail/road) | 2683 | 3362 | 07222 | |
| Bridge (rail/road) | 2685 | 3218 | 03612 | |
| Bridge (rail/road) | 2687 | 3204 | 06107 | |
| Bridge (rail/road) | 2688 | 3208 | 06105 | |
| Bridge (rail/road) | 2689 | 3374 | 07218 | |
| Bridge (rail/road) | 2697 | 3385 | 07215 | |
| Bridge (rail/road) | 2698 | 3212 | 03608 | |
| Bridge (rail/road) | 2700 | 3211 | 03606 | |
| Bridge (rail/road) | 2712 | 3398 | 07207 | |
| Bridge (rail/road) | 2717 | 3206 | 03602 | |
| Bridge (rail/road) | 2720 | 3422 | 07108 | |
| Bridge (rail/road) | 2724 | 3424 | 07107 | |
| Bridge (rail/road) | 2726 | 3424 | 07106 | |
| Bridge (rail/road) | 2731 | 3208 | 03540 | |

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Bridge (rail/road) | 2733 | 3208 | 03539 | |
| Bridge (rail/road) | 2735 | 3424 | 07102 | |
| Bridge (rail/road) | 2739 | 3423 | 07101 | |
| Bridge (rail/road) | 2755 | 3211 | 03530 | |
| Bridge (rail/road) | 2785 | 3210 | 03520 | |
| Bridge (rail/road) | 2792 | 3207 | 03517 | |
| Bridge (rail/road) | 2810 | 3202 | 03508 | |
| Bridge (rail/road) | 2811 | 3202 | 03507 | |
| Bridge (rail/road) | 2819 | 3200 | 03503 | |
| Bridge (rail/road) | 2820 | 3200 | 05216 | |
| Bridge (rail/road) | 2820 | 3215 | 05214 | |
| Bridge (rail/road) | 2824 | 3229 | 05208 | |
| Bridge (rail/road) | 2831 | 3187 | 03424 | |
| Bridge (rail/road) | 2847 | 3169 | 03419 | |
| Bridge (rail/road) | 2855 | 3162 | 03416 | |
| Bridge (rail/road) | 2856 | 3031 | 04211 | |
| Bridge (rail/road) | 2860 | 3158 | 03413 | |
| Bridge (rail/road) | 2862 | 3157 | 03412 | |
| Bridge (rail/road) | 2868 | 3152 | 03409 | |
| Bridge (rail/road) | 2872 | 3141 | 03406 | |
| Bridge (rail/road) | 2875 | 3035 | 04205 | |

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Bridge (rail/road) | 2884 | 3126 | 03317 | |
| Bridge (rail/road) | 2895 | 3112 | 03315 | |
| Bridge (rail/road) | 2902 | 3042 | 04123 | |
| Bridge (rail/road) | 2904 | 3099 | 03311 | |
| Bridge (rail/road) | 2908 | 3047 | 04118 | |
| Bridge (rail/road) | 2912 | 3050 | 04117 | |
| Bridge (rail/road) | 2915 | 3088 | 03308 | |
| Bridge (rail/road) | 2920 | 3067 | 04107 | |
| Bridge (rail/road) | 2933 | 3071 | 03302 | |
| Bridge (rail/road) | 2933 | 3071 | 04102 | |
| Bridge (rail/road) | 3005 | 3057 | 03210 | |
| Bridge (rail/road) | 3008 | 3057 | 03209 | |
| Bridge (rail/road) | 3030 | 2907 | 02105 | |
| Bridge (rail/road) | 3036 | 2904 | 02102 | |
| Bridge (rail/road) | 3083 | 2740 | 11110 | |
| Bridge (rail/road) | 3086 | 2741 | 11109 | |
| Bridge (rail/road) | 3088 | 2741 | 11108 | |
| Bridge (rail/road) | 3090 | 2742 | 11107 | |
| Bridge (rail/road) | 3091 | 2742 | 11106 | |
| Bridge (rail/road) | 3093 | 2744 | 11105 | |
| Bridge (rail/road) | 3095 | 2745 | 11104 | |

## 2. INDEX BY SITE TYPE

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Bridge (rail/road) | 3099 | 2747 | 11102 | |
| Bridge (rail/road) | 3100 | 3085 | 08218 | |
| Bridge (rail/road) | 3119 | 3078 | 08304 | |
| Bridge (rail/road) | 3122 | 3077 | 08305 | |
| Bridge (rail/road) | 3130 | 3184 | 09309 | |
| Bridge (rail/road) | 3142 | 3167 | 09249 | |
| Bridge (rail/road) | 3151 | 3068 | 08312 | |
| Bridge (rail/road) | 3168 | 3068 | 08319 | |
| Bridge (rail/road) | 3194 | 3075 | 08405 | |
| Bridge (rail/road) | 3195 | 3077 | 08406 | |
| Bridge (rail/road) | 3203 | 3094 | 08411 | |
| Bridge (rail/road) | 3207 | 3102 | 08413 | |
| Bridge (rail/road) | 3209 | 3103 | 08414 | |
| Bridge (rail/road) | 3211 | 3103 | 08416 | |
| Bridge (road/rail) | 2448 | 3182 | 07519 | |
| Bridge (road/rail) | 2451 | 3204 | 07511 | |
| Bridge (road/rail) | 2452 | 3209 | 07510 | |
| Bridge (road/rail) | 2463 | 3227 | 07506 | |
| Bridge (road/rail) | 2489 | 3257 | 07503 | |
| Bridge (road/rail) | 2521 | 3270 | 07423 | |
| Bridge (road/rail) | 2525 | 3270 | 07422 | |

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Bridge (road/rail) | 2534 | 3248 | 03814 | |
| Bridge (road/rail) | 2537 | 3276 | 07417 | |
| Bridge (road/rail) | 2544 | 3246 | 03810 | |
| Bridge (road/rail) | 2546 | 3246 | 03809 | |
| Bridge (road/rail) | 2554 | 3287 | 07410 | |
| Bridge (road/rail) | 2565 | 3294 | 07407 | |
| Bridge (road/rail) | 2568 | 3240 | 03726 | |
| Bridge (road/rail) | 2580 | 3232 | 03722 | |
| Bridge (road/rail) | 2581 | 3303 | 07402 | |
| Bridge (road/rail) | 2588 | 3307 | 07333 | |
| Bridge (road/rail) | 2589 | 3231 | 03717 | |
| Bridge (road/rail) | 2592 | 3312 | 07331 | |
| Bridge (road/rail) | 2595 | 3228 | 03715 | |
| Bridge (road/rail) | 2605 | 3227 | 03712 | |
| Bridge (road/rail) | 2626 | 3332 | 07320 | |
| Bridge (road/rail) | 2633 | 3231 | 03704 | |
| Bridge (road/rail) | 2634 | 3332 | 07319 | |
| Bridge (road/rail) | 2640 | 3160 | 06215 | |
| Bridge (road/rail) | 2649 | 3168 | 06207 | |
| Bridge (road/rail) | 2656 | 3231 | 03627 | |
| Bridge (road/rail) | 2661 | 3342 | 07307 | |

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Bridge (road/rail) | 2662 | 3186 | 06121 | |
| Bridge (road/rail) | 2664 | 3341 | 07306 | |
| Bridge (road/rail) | 2668 | 3231 | 03623 | |
| Bridge (road/rail) | 2668 | 3340 | 07303 | |
| Bridge (road/rail) | 2674 | 3342 | 07227 | |
| Bridge (road/rail) | 2675 | 3229 | 03618 | |
| Bridge (road/rail) | 2676 | 3195 | 06113 | |
| Bridge (road/rail) | 2677 | 3344 | 07226 | |
| Bridge (road/rail) | 2678 | 3225 | 03616 | |
| Bridge (road/rail) | 2681 | 3220 | 03613 | |
| Bridge (road/rail) | 2682 | 3357 | 07223 | |
| Bridge (road/rail) | 2684 | 3199 | 06109 | |
| Bridge (road/rail) | 2686 | 3201 | 06108 | |
| Bridge (road/rail) | 2694 | 3213 | 06103 | |
| Bridge (road/rail) | 2717 | 3419 | 07110 | |
| Bridge (road/rail) | 2732 | 3425 | 07103 | |
| Bridge (road/rail) | 2740 | 3208 | 03537 | |
| Bridge (road/rail) | 2776 | 3211 | 03522 | |
| Bridge (road/rail) | 2790 | 3207 | 03518 | |
| Bridge (road/rail) | 2800 | 3204 | 03514 | |
| Bridge (road/rail) | 2802 | 3203 | 03513 | |

## 2. INDEX BY SITE TYPE

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Bridge (road/rail) | 2816 | 3202 | 03505 | |
| Bridge (road/rail) | 2820 | 3223 | 05212 | |
| Bridge (road/rail) | 2828 | 3193 | 03425 | |
| Bridge (road/rail) | 2859 | 3160 | 03414 | |
| Bridge (road/rail) | 2860 | 3031 | 04210 | |
| Bridge (road/rail) | 2870 | 3147 | 03407 | |
| Bridge (road/rail) | 2881 | 3128 | 03402 | |
| Bridge (road/rail) | 2891 | 3037 | 04202 | |
| Bridge (road/rail) | 2899 | 3041 | 04125 | |
| Bridge (road/rail) | 2915 | 3056 | 04115 | |
| Bridge (road/rail) | 2923 | 3068 | 04106 | |
| Bridge (road/rail) | 2955 | 3057 | 03223 | |
| Bridge (road/rail) | 2981 | 3061 | 03217 | |
| Bridge (road/rail) | 2987 | 3061 | 03215 | |
| Bridge (road/rail) | 3019 | 3059 | 03206 | |
| Bridge (road/rail) | 3032 | 2906 | 02104 | |
| Bridge (road/rail) | 3040 | 3063 | 03109 | |
| Bridge (road/rail) | 3045 | 3065 | 03107 | |
| Bridge (road/rail) | 3056 | 3070 | 03103 | |
| Bridge (road/rail) | 3058 | 3074 | 08102 | |
| Bridge (road/rail) | 3077 | 2735 | 11111 | 01 |
| Bridge (road/rail) | 3077 | 2735 | 11111 | 02 |
| Bridge (road/rail) | 3089 | 3083 | 08213 | |
| Bridge (road/rail) | 3121 | 3191 | 09314 | |
| Bridge (road/rail) | 3126 | 3188 | 09313 | |
| Bridge (road/rail) | 3136 | 3072 | 08308 | 01 |
| Bridge (road/rail) | 3162 | 3068 | 08316 | |
| Bridge (road/rail) | 3184 | 3069 | 08324 | |
| Bridge (road/rail) | 3187 | 3119 | 09204 | |
| Bridge (road/rail) | 3197 | 3079 | 08407 | |
| Bridge (road/rail) | 3200 | 3086 | 08408 | |
| Bridge (road/rail) | 3201 | 3090 | 08410 | |
| Bridge (road/river) | 3215 | 3102 | 08417 | 02 |
| Canopy shelter | 2934 | 3070 | 03301 | 03 |
| Cattle beach | 2497 | 3261 | 03901 | 05 |
| Cattle beach | 2502 | 3262 | 07430 | 07 |
| Cattle beach | 2674 | 3342 | 07301 | 08 |
| Cattle beach | 2964 | 2907 | 02201 | 05 |
| Cattle pens | 3223 | 3109 | 08501 | 04 |
| Chimney | 3223 | 3108 | 08501 | 10b |
| Coal shed | 2847 | 3035 | 04301 | 05 |
| Divergence | *See Junction* | | | |
| Engine shed | 2498 | 3262 | 03901 | 06a |
| Engine shed | 2503 | 3262 | 07430 | 03 |
| Engine shed | 2845 | 3037 | 04301 | 06 |
| Engine shed | 2963 | 2906 | 02201 | 06 |
| Engine shed | 3057 | 3071 | 03102 | 07 |
| Engine shed | 3057 | 3072 | 03102 | 06 |
| Engine shed | 3222 | 3108 | 08501 | 06 |
| Engine shed offices | 2497 | 3261 | 03901 | 06c |
| Engine works | 3044 | 3064 | 01402 | |
| Engine works | 3057 | 3074 | 03102 | 01 |
| Entrance (goods depot) | 2715 | 3415 | 07201 | 08 |
| Entrance (livestock) | 2964 | 2907 | 02201 | 13 |
| Entrance (station) | 2501 | 3262 | 07430 | 10 |
| Entrance (station) | 2656 | 3181 | 06201 | 06 |
| Entrance (station) | 2716 | 3415 | 07201 | 09 |
| Entrance (station) | 2718 | 3206 | 03601 | 08 |
| Entrance (station) | 2824 | 3197 | 03501 | 09 |
| Entrance (station) | 2844 | 3037 | 04301 | 10 |
| Entrance (station) | 2883 | 3127 | 03401 | 08 |
| Entrance (station) | 2963 | 2906 | 02201 | 12 |
| Entrance (station) | 3041 | 3064 | 03201 | 04 |
| Foot bridge | *See Bridge (foot/rail)* | | | |
| Gas holder | 3223 | 3108 | 08501 | 07b |
| Gas house | 3223 | 3109 | 08501 | 07a |

## 2. INDEX BY SITE TYPE

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Goods beach | 2719 | 3206 | 03601 | 04 |
| Goods beach | 2823 | 3198 | 03501 | 05 |
| Goods beach | 2846 | 3035 | 04301 | 04 |
| Goods beach | 2883 | 3127 | 03401 | 06 |
| Goods beach | 2934 | 3070 | 03301 | 05 |
| Goods beach | 2963 | 2906 | 02201 | 04 |
| Goods beach | 3062 | 3121 | 01501 | 04 |
| Goods office | 2719 | 3206 | 03601 | 05b |
| Goods office/ weighbridge | 2823 | 3197 | 03501 | 04b |
| Goods office/ weighbridge | 2846 | 3036 | 04301 | 03b |
| Goods office/ weighbridge | 2964 | 2906 | 02201 | 03b |
| Goods platform | *See Goods beach* | | | |
| Goods shed | 2497 | 3261 | 03901 | 04 |
| Goods shed | 2501 | 3262 | 07430 | 01 |
| Goods shed | 2503 | 3262 | 07430 | 02 |
| Goods shed | 2567 | 3240 | 03801 | 04 |
| Goods shed | 2587 | 3307 | 07401 | 04 |
| Goods shed | 2650 | 3231 | 03701 | 04 |
| Goods shed | 2673 | 3342 | 07301 | 06 |
| Goods shed | 2715 | 3414 | 07201 | 05 |
| Goods shed | 2719 | 3206 | 03601 | 05a |
| Goods shed | 2823 | 3197 | 03501 | 04a |

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Goods shed | 2846 | 3036 | 04301 | 03a |
| Goods shed | 2934 | 3070 | 03301 | 04 |
| Goods shed | 2964 | 2907 | 02201 | 03a |
| Goods shed | 3039 | 2959 | 01301 | 05 |
| Goods shed | 3041 | 3066 | 01401 | 03 |
| Goods shed | 3057 | 3073 | 03102 | 03 |
| Goods shed | 3059 | 2879 | 01101 | 05 |
| Goods shed | 3223 | 3109 | 08501 | 05 |
| Grain dryer/ silo | 2963 | 2906 | 02201 | 14 |
| Hardstand | 2512 | 3257 | 03824 | 03 |
| Hardstand | 2575 | 3234 | 03725 | 03 |
| Hardstand | 2598 | 3228 | 03714 | 03 |
| Hardstand | 2623 | 3230 | 03706 | 03 |
| Hardstand | 2661 | 3231 | 03626 | 03 |
| Hardstand | 2698 | 3212 | 03609 | 02 |
| Hardstand | 2726 | 3208 | 03542 | 03 |
| Hardstand | 2766 | 3211 | 03526 | 03 |
| Hardstand | 2845 | 3172 | 03420 | 03 |
| Hardstand | 2851 | 3166 | 03418 | 03 |
| Hardstand | 2866 | 3154 | 03410 | 03 |
| Hardstand | 2923 | 3079 | 03304 | 03 |
| Hardstand | 2990 | 3061 | 03214 | 03 |
| Hardstand | 3088 | 3083 | 08212 | 02 |
| Hardstand | 3131 | 3073 | 08307 | 03 |

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Hardstand | 3153 | 3068 | 08314 | 02 |
| Hardstand | 3156 | 3150 | 09235 | 03 |
| Hardstand | 3197 | 3113 | 09107 | 03 |
| Hardstand | 3202 | 3090 | 08409 | 01 |
| Hotel | 3223 | 3110 | 08501 | 03 |
| Junction | 2490 | 3258 | 03905 | |
| Junction | 2490 | 3258 | 07502 | |
| Junction | 2501 | 3261 | 03828 | |
| Junction | 2501 | 3261 | 07431 | |
| Junction | 2697 | 3212 | 03609 | 01 |
| Junction | 2697 | 3212 | 06101 | 01 |
| Junction | 2932 | 3071 | 03303 | 01 |
| Junction | 2932 | 3071 | 04103 | |
| Junction | 3038 | 3063 | 03202 | 01 |
| Junction | 3046 | 3065 | 03106 | 01 |
| Junction | 3058 | 3074 | 03101 | |
| Junction | 3058 | 3074 | 08101 | |
| Junction | 3097 | 2762 | 10101 | |
| Junction | 3101 | 2748 | 11101 | |
| Junction | 3211 | 3103 | 08415 | |
| Junction | 3211 | 3103 | 09101 | |
| Level crossing | 2447 | 3178 | 07520 | |

## 2. INDEX BY SITE TYPE

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Level crossing | 2449 | 3199 | 07516 | |
| Level crossing | 2450 | 3200 | 07515 | 01 |
| Level crossing | 2450 | 3201 | 07514 | |
| Level crossing | 2450 | 3202 | 07513 | |
| Level crossing | 2455 | 3215 | 07509 | |
| Level crossing | 2456 | 3217 | 07508 | |
| Level crossing | 2462 | 3225 | 07507 | 01 |
| Level crossing | 2465 | 3230 | 07505 | |
| Level crossing | 2466 | 3231 | 07504 | |
| Level crossing | 2487 | 3257 | 03906 | 01 |
| Level crossing | 2490 | 3258 | 03904 | |
| Level crossing | 2493 | 3259 | 03903 | |
| Level crossing | 2494 | 3260 | 03902 | 01 |
| Level crossing | 2500 | 3261 | 03829 | 01 |
| Level crossing | 2508 | 3259 | 03825 | |
| Level crossing | 2508 | 3263 | 07429 | |
| Level crossing | 2509 | 3264 | 07428 | |
| Level crossing | 2511 | 3265 | 07426 | |
| Level crossing | 2512 | 3257 | 03824 | 01 |
| Level crossing | 2514 | 3256 | 03823 | |
| Level crossing | 2517 | 3269 | 07424 | |
| Level crossing | 2521 | 3252 | 03820 | |
| Level crossing | 2522 | 3252 | 03819 | |
| Level crossing | 2527 | 3271 | 07421 | |
| Level crossing | 2530 | 3273 | 07419 | |
| Level crossing | 2530 | 3273 | 07420 | |
| Level crossing | 2536 | 3275 | 07418 | |
| Level crossing | 2552 | 3244 | 03807 | |
| Level crossing | 2556 | 3243 | 03805 | |
| Level crossing | 2557 | 3290 | 07409 | |
| Level crossing | 2564 | 3240 | 03802 | |
| Level crossing | 2567 | 3294 | 07406 | |
| Level crossing | 2572 | 3297 | 07404 | |
| Level crossing | 2575 | 3234 | 03725 | 01 |
| Level crossing | 2577 | 3233 | 03724 | |
| Level crossing | 2579 | 3232 | 03723 | |
| Level crossing | 2581 | 3232 | 03721 | |
| Level crossing | 2583 | 3231 | 03720 | |
| Level crossing | 2586 | 3231 | 03719 | |
| Level crossing | 2587 | 3231 | 03718 | |
| Level crossing | 2590 | 3309 | 07332 | |
| Level crossing | 2591 | 3230 | 03716 | |
| Level crossing | 2593 | 3313 | 07330 | |
| Level crossing | 2595 | 3316 | 07329 | |
| Level crossing | 2598 | 3228 | 03714 | 01 |
| Level crossing | 2598 | 3319 | 07328 | |
| Level crossing | 2602 | 3227 | 03713 | |
| Level crossing | 2607 | 3323 | 07325 | |
| Level crossing | 2609 | 3228 | 03710 | |
| Level crossing | 2610 | 3228 | 03709 | |
| Level crossing | 2620 | 3331 | 07321 | |
| Level crossing | 2623 | 3230 | 03706 | 01 |
| Level crossing | 2626 | 3230 | 03705 | 01 |
| Level crossing | 2634 | 3232 | 03703 | |
| Level crossing | 2635 | 3157 | 06219 | |
| Level crossing | 2637 | 3157 | 06218 | |
| Level crossing | 2639 | 3159 | 06216 | |
| Level crossing | 2643 | 3161 | 06214 | |
| Level crossing | 2646 | 3341 | 07313 | |
| Level crossing | 2648 | 3167 | 06208 | |
| Level crossing | 2648 | 3167 | 06209 | |
| Level crossing | 2650 | 3231 | 03702 | |
| Level crossing | 2651 | 3231 | 03629 | |
| Level crossing | 2653 | 3179 | 06203 | |

## 2. INDEX BY SITE TYPE

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Level crossing | 2653 | 3179 | 06204 | |
| Level crossing | 2658 | 3183 | 06124 | |
| Level crossing | 2659 | 3184 | 06123 | |
| Level crossing | 2659 | 3342 | 07308 | |
| Level crossing | 2661 | 3186 | 06122 | |
| Level crossing | 2661 | 3231 | 03626 | 01 |
| Level crossing | 2664 | 3188 | 06120 | |
| Level crossing | 2665 | 3340 | 07305 | |
| Level crossing | 2666 | 3231 | 03624 | |
| Level crossing | 2667 | 3189 | 06118 | |
| Level crossing | 2669 | 3190 | 06117 | |
| Level crossing | 2670 | 3231 | 03621 | |
| Level crossing | 2670 | 3231 | 03622 | |
| Level crossing | 2671 | 3191 | 06116 | |
| Level crossing | 2672 | 3193 | 06115 | |
| Level crossing | 2674 | 3229 | 03619 | |
| Level crossing | 2675 | 3195 | 06114 | |
| Level crossing | 2680 | 3222 | 03614 | |
| Level crossing | 2683 | 3198 | 06110 | |
| Level crossing | 2684 | 3364 | 07221 | 01 |
| Level crossing | 2685 | 3367 | 07220 | |

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Level crossing | 2686 | 3371 | 07219 | |
| Level crossing | 2687 | 3206 | 06106 | |
| Level crossing | 2689 | 3209 | 06104 | |
| Level crossing | 2692 | 3215 | 03611 | |
| Level crossing | 2692 | 3377 | 07217 | 01 |
| Level crossing | 2695 | 3381 | 07216 | |
| Level crossing | 2699 | 3388 | 07214 | |
| Level crossing | 2701 | 3389 | 07213 | |
| Level crossing | 2703 | 3391 | 07212 | |
| Level crossing | 2705 | 3393 | 07211 | |
| Level crossing | 2708 | 3207 | 03605 | |
| Level crossing | 2709 | 3395 | 07210 | |
| Level crossing | 2710 | 3396 | 07208 | |
| Level crossing | 2713 | 3401 | 07206 | |
| Level crossing | 2714 | 3403 | 07205 | |
| Level crossing | 2714 | 3405 | 07204 | |
| Level crossing | 2715 | 3407 | 07203 | |
| Level crossing | 2715 | 3408 | 07202 | |
| Level crossing | 2715 | 3415 | 07111 | |
| Level crossing | 2726 | 3208 | 03542 | 01 |
| Level crossing | 2727 | 3208 | 03541 | |

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Level crossing | 2729 | 3425 | 07104 | |
| Level crossing | 2736 | 3208 | 03538 | |
| Level crossing | 2741 | 3208 | 03536 | |
| Level crossing | 2743 | 3208 | 03535 | |
| Level crossing | 2745 | 3209 | 03534 | |
| Level crossing | 2747 | 3210 | 03533 | |
| Level crossing | 2750 | 3211 | 03531 | |
| Level crossing | 2761 | 3211 | 03528 | |
| Level crossing | 2765 | 3211 | 03527 | |
| Level crossing | 2766 | 3211 | 03526 | 01 |
| Level crossing | 2771 | 3210 | 03525 | |
| Level crossing | 2774 | 3211 | 03524 | |
| Level crossing | 2783 | 3211 | 03521 | |
| Level crossing | 2793 | 3207 | 03516 | |
| Level crossing | 2796 | 3206 | 03515 | |
| Level crossing | 2803 | 3202 | 03512 | |
| Level crossing | 2805 | 3201 | 03511 | |
| Level crossing | 2807 | 3201 | 03510 | |
| Level crossing | 2808 | 3201 | 03509 | |
| Level crossing | 2814 | 3202 | 03506 | |
| Level crossing | 2818 | 3201 | 03504 | |

## 2. INDEX BY SITE TYPE

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Level crossing | 2822 | 3198 | 03502 | |
| Level crossing | 2824 | 3197 | 03427 | |
| Level crossing | 2824 | 3254 | 05202 | |
| Level crossing | 2825 | 3262 | 05101 | |
| Level crossing | 2827 | 3233 | 05207 | |
| Level crossing | 2827 | 3243 | 05205 | |
| Level crossing | 2828 | 3241 | 05206 | |
| Level crossing | 2840 | 3176 | 03422 | |
| Level crossing | 2842 | 3175 | 03421 | |
| Level crossing | 2845 | 3172 | 03420 | 01 |
| Level crossing | 2847 | 3034 | 04213 | 01 |
| Level crossing | 2851 | 3166 | 03418 | 01 |
| Level crossing | 2853 | 3030 | 04212 | |
| Level crossing | 2853 | 3164 | 03417 | |
| Level crossing | 2856 | 3161 | 03415 | |
| Level crossing | 2863 | 3032 | 04209 | |
| Level crossing | 2864 | 3156 | 03411 | |
| Level crossing | 2866 | 3032 | 04207 | 01 |
| Level crossing | 2866 | 3154 | 03410 | 01 |
| Level crossing | 2869 | 3150 | 03408 | |
| Level crossing | 2871 | 3034 | 04206 | 01 |
| Level crossing | 2873 | 3138 | 03405 | |
| Level crossing | 2875 | 3135 | 03404 | |
| Level crossing | 2878 | 3130 | 03403 | |
| Level crossing | 2881 | 3038 | 04204 | |
| Level crossing | 2886 | 3038 | 04203 | |
| Level crossing | 2893 | 3114 | 03316 | |
| Level crossing | 2896 | 3040 | 04127 | |
| Level crossing | 2898 | 3040 | 04126 | |
| Level crossing | 2898 | 3107 | 03314 | |
| Level crossing | 2899 | 3106 | 03313 | |
| Level crossing | 2901 | 3103 | 03312 | |
| Level crossing | 2904 | 3043 | 04121 | |
| Level crossing | 2904 | 3043 | 04122 | |
| Level crossing | 2905 | 3044 | 04120 | |
| Level crossing | 2907 | 3046 | 04119 | |
| Level crossing | 2907 | 3096 | 03310 | 01 |
| Level crossing | 2912 | 3092 | 03309 | |
| Level crossing | 2914 | 3054 | 04116 | |
| Level crossing | 2915 | 3057 | 04114 | |
| Level crossing | 2916 | 3058 | 04113 | |
| Level crossing | 2916 | 3060 | 04112 | |
| Level crossing | 2917 | 3085 | 03307 | |
| Level crossing | 2918 | 3062 | 04111 | 01 |
| Level crossing | 2918 | 3063 | 04110 | |
| Level crossing | 2918 | 3084 | 03306 | |
| Level crossing | 2919 | 3064 | 04109 | |
| Level crossing | 2919 | 3066 | 04108 | |
| Level crossing | 2923 | 3079 | 03304 | 01 |
| Level crossing | 2929 | 3071 | 04104 | |
| Level crossing | 2935 | 3069 | 03227 | |
| Level crossing | 2938 | 3067 | 03225 | |
| Level crossing | 2952 | 3057 | 03224 | |
| Level crossing | 2959 | 3058 | 03222 | |
| Level crossing | 2961 | 3058 | 03221 | |
| Level crossing | 2965 | 3059 | 03220 | |
| Level crossing | 2969 | 2909 | 02126 | |
| Level crossing | 2969 | 3059 | 03219 | |
| Level crossing | 2973 | 2909 | 02124 | |
| Level crossing | 2976 | 3060 | 03218 | |
| Level crossing | 2977 | 2908 | 02123 | |
| Level crossing | 2979 | 2908 | 02122 | |
| Level crossing | 2984 | 2908 | 02121 | |
| Level crossing | 2990 | 2908 | 02120 | |

## 2. INDEX BY SITE TYPE

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Level crossing | 2990 | 3061 | 03214 | 01 |
| Level crossing | 2992 | 2908 | 02119 | |
| Level crossing | 2993 | 3060 | 03213 | |
| Level crossing | 2995 | 2909 | 02118 | |
| Level crossing | 2997 | 2909 | 02117 | |
| Level crossing | 2998 | 3060 | 03212 | |
| Level crossing | 3000 | 2909 | 02116 | |
| Level crossing | 3001 | 3059 | 03211 | |
| Level crossing | 3003 | 2909 | 02115 | |
| Level crossing | 3004 | 2909 | 02114 | |
| Level crossing | 3007 | 2909 | 02113 | |
| Level crossing | 3012 | 2909 | 02112 | |
| Level crossing | 3012 | 3057 | 03208 | |
| Level crossing | 3015 | 2909 | 02111 | |
| Level crossing | 3016 | 3058 | 03207 | |
| Level crossing | 3018 | 2908 | 02110 | |
| Level crossing | 3019 | 2908 | 02109 | |
| Level crossing | 3022 | 2908 | 02108 | |
| Level crossing | 3023 | 3060 | 03205 | |
| Level crossing | 3024 | 2908 | 02107 | |
| Level crossing | 3027 | 2908 | 02106 | |

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Level crossing | 3032 | 3062 | 03203 | |
| Level crossing | 3033 | 2906 | 02103 | |
| Level crossing | 3047 | 3065 | 03105 | 01 |
| Level crossing | 3055 | 3078 | 08202 | |
| Level crossing | 3057 | 3075 | 08104 | 01 |
| Level crossing | 3062 | 3084 | 08204 | |
| Level crossing | 3063 | 3121 | 01501 | 05 |
| Level crossing | 3065 | 3084 | 08206 | 01 |
| Level crossing | 3085 | 3083 | 08209 | |
| Level crossing | 3086 | 3083 | 08210 | |
| Level crossing | 3087 | 3083 | 08211 | |
| Level crossing | 3088 | 3083 | 08212 | 01 |
| Level crossing | 3091 | 3084 | 08214 | |
| Level crossing | 3092 | 3084 | 08215 | |
| Level crossing | 3093 | 3084 | 08216 | |
| Level crossing | 3095 | 3084 | 08217 | |
| Level crossing | 3104 | 2764 | 10102 | |
| Level crossing | 3104 | 3084 | 08219 | |
| Level crossing | 3109 | 2764 | 10103 | |
| Level crossing | 3110 | 3082 | 08302 | 01 |
| Level crossing | 3113 | 2762 | 10104 | |
| Level crossing | 3127 | 3075 | 08306 | |

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Level crossing | 3128 | 3186 | 09311 | |
| Level crossing | 3128 | 3186 | 09312 | |
| Level crossing | 3129 | 3184 | 09310 | |
| Level crossing | 3131 | 3073 | 08307 | 01 |
| Level crossing | 3132 | 3181 | 09308 | |
| Level crossing | 3133 | 3179 | 09307 | 01 |
| Level crossing | 3134 | 3178 | 09306 | |
| Level crossing | 3136 | 3175 | 09305 | |
| Level crossing | 3137 | 3172 | 09303 | |
| Level crossing | 3137 | 3173 | 09304 | |
| Level crossing | 3139 | 3170 | 09302 | |
| Level crossing | 3140 | 3168 | 09250 | 01 |
| Level crossing | 3141 | 3071 | 08309 | 01 |
| Level crossing | 3144 | 3070 | 08310 | |
| Level crossing | 3144 | 3163 | 09247 | 01 |
| Level crossing | 3144 | 3165 | 09248 | |
| Level crossing | 3145 | 3161 | 09246 | |
| Level crossing | 3146 | 3159 | 09245 | |
| Level crossing | 3148 | 3069 | 08311 | 01 |
| Level crossing | 3148 | 3156 | 09243 | |
| Level crossing | 3153 | 3068 | 08313 | |
| Level crossing | 3153 | 3153 | 09240 | |

## 2. INDEX BY SITE TYPE

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Level crossing | 3154 | 3068 | 08314 | 01 |
| Level crossing | 3154 | 3152 | 09239 | |
| Level crossing | 3156 | 3150 | 09235 | 01 |
| Level crossing | 3158 | 3149 | 09234 | |
| Level crossing | 3160 | 3068 | 08315 | |
| Level crossing | 3162 | 3147 | 09233 | |
| Level crossing | 3165 | 3145 | 09232 | |
| Level crossing | 3166 | 3145 | 09231 | |
| Level crossing | 3167 | 3145 | 09230 | |
| Level crossing | 3169 | 3068 | 08320 | |
| Level crossing | 3169 | 3144 | 09228 | |
| Level crossing | 3170 | 3143 | 09227 | |
| Level crossing | 3172 | 3142 | 09226 | |
| Level crossing | 3173 | 3141 | 09223 | |
| Level crossing | 3173 | 3141 | 09224 | |
| Level crossing | 3174 | 3140 | 09222 | |
| Level crossing | 3175 | 3068 | 08321 | |
| Level crossing | 3175 | 3140 | 09221 | |
| Level crossing | 3176 | 3139 | 09219 | |
| Level crossing | 3176 | 3139 | 09220 | |
| Level crossing | 3177 | 3138 | 09218 | |

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Level crossing | 3178 | 3068 | 08322 | |
| Level crossing | 3179 | 3136 | 09215 | |
| Level crossing | 3179 | 3137 | 09216 | |
| Level crossing | 3180 | 3136 | 09214 | |
| Level crossing | 3181 | 3135 | 09212 | |
| Level crossing | 3182 | 3068 | 08323 | |
| Level crossing | 3182 | 3133 | 09211 | |
| Level crossing | 3183 | 3129 | 09209 | |
| Level crossing | 3186 | 3123 | 09205 | |
| Level crossing | 3188 | 3117 | 09202 | |
| Level crossing | 3188 | 3118 | 09203 | 01 |
| Level crossing | 3189 | 3071 | 08402 | |
| Level crossing | 3190 | 3072 | 08403 | |
| Level crossing | 3191 | 3116 | 09108 | 01 |
| Level crossing | 3193 | 3075 | 08404 | |
| Level crossing | 3197 | 3113 | 09107 | 01 |
| Level crossing | 3202 | 3110 | 09106 | |
| Level crossing | 3203 | 3097 | 08412 | |
| Level crossing | 3206 | 3107 | 09104 | |
| Level crossing | 3208 | 3105 | 09103 | |
| Level crossing | 3209 | 3104 | 09102 | |

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Level crossing | 3215 | 3102 | 08417 | 01 |
| Level crossing (rail-rail) | 3041 | 3064 | 03108 | 01 |
| Level crossing house | 2450 | 3200 | 07515 | 02 |
| Level crossing house | 2461 | 3225 | 07507 | 02 |
| Level crossing house | 2487 | 3257 | 03906 | 02 |
| Level crossing house | 2495 | 3260 | 03902 | 02 |
| Level crossing house | 2512 | 3257 | 03824 | 02 |
| Level crossing house | 2575 | 3234 | 03725 | 02 |
| Level crossing house | 2598 | 3228 | 03714 | 02 |
| Level crossing house | 2623 | 3230 | 03706 | 02 |
| Level crossing house | 2626 | 3230 | 03705 | 02 |
| Level crossing house | 2661 | 3231 | 03626 | 02 |
| Level crossing house | 2684 | 3364 | 07221 | 02 |
| Level crossing house | 2692 | 3377 | 07217 | 02 |
| Level crossing house | 2726 | 3208 | 03542 | 02 |

## 2. INDEX BY SITE TYPE

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Level crossing house | 2766 | 3211 | 03526 | 02 |
| Level crossing house | 2844 | 3172 | 03420 | 02 |
| Level crossing house | 2847 | 3034 | 04213 | 02 |
| Level crossing house | 2851 | 3166 | 03418 | 02 |
| Level crossing house | 2866 | 3032 | 04207 | 02 |
| Level crossing house | 2866 | 3154 | 03410 | 02 |
| Level crossing house | 2870 | 3034 | 04206 | 02 |
| Level crossing house | 2907 | 3096 | 03310 | 02 |
| Level crossing house | 2918 | 3062 | 04111 | 02 |
| Level crossing house | 2923 | 3079 | 03304 | 02 |
| Level crossing house | 2990 | 3061 | 03214 | 02 |
| Level crossing house | 3065 | 3084 | 08206 | 02 |
| Level crossing house | 3110 | 3083 | 08302 | 02 |
| Level crossing house | 3131 | 3073 | 08307 | 02 |
| Level crossing | 3133 | 3179 | 09307 | 02 |

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| house | | | | |
| Level crossing house | 3140 | 3168 | 09250 | 02 |
| Level crossing house | 3141 | 3071 | 08309 | 02 |
| Level crossing house | 3144 | 3164 | 09247 | 02 |
| Level crossing house | 3148 | 3069 | 08311 | 02 |
| Level crossing house | 3156 | 3150 | 09235 | 02 |
| Level crossing house | 3188 | 3118 | 09203 | 03 |
| Level crossing house | 3191 | 3116 | 09108 | 02 |
| Level crossing house | 3197 | 3113 | 09107 | 02 |
| Loco shed | *See Engine shed* | | | |
| Petrol tanks | 2501 | 3262 | 07430 | 09 |
| Platform | 2498 | 3261 | 03901 | 02b |
| Platform | 2499 | 3261 | 03901 | 02a |
| Platform | 2566 | 3240 | 03801 | 02a |
| Platform | 2567 | 3240 | 03801 | 02b |
| Platform | 2587 | 3307 | 07401 | 02b |
| Platform | 2588 | 3307 | 07401 | 02a |
| Platform | 2650 | 3231 | 03701 | 02 |
| Platform | 2655 | 3181 | 06201 | 02 |

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Platform | 2671 | 3341 | 07301 | 02a |
| Platform | 2671 | 3341 | 07301 | 02b |
| Platform | 2715 | 3414 | 07201 | 02a |
| Platform | 2715 | 3414 | 07201 | 02b |
| Platform | 2719 | 3206 | 03601 | 02 |
| Platform | 2823 | 3197 | 03501 | 02a |
| Platform | 2823 | 3197 | 03501 | 02b |
| Platform | 2824 | 3255 | 05201 | 02 |
| Platform | 2845 | 3037 | 04301 | 02 |
| Platform | 2882 | 3127 | 03401 | 02a |
| Platform | 2882 | 3127 | 03401 | 02b |
| Platform | 2892 | 3038 | 04201 | 02 |
| Platform | 2907 | 3095 | 03310 | 03 |
| Platform | 2934 | 3069 | 03301 | 02b |
| Platform | 2934 | 3070 | 03301 | 02a |
| Platform | 2963 | 2906 | 02201 | 02 |
| Platform | 2981 | 3061 | 03216 | |
| Platform | 3038 | 2903 | 02101 | 02a |
| Platform | 3038 | 2903 | 02101 | 02b |
| Platform | 3039 | 2958 | 01301 | 03a |
| Platform | 3039 | 2959 | 01301 | 03b |
| Platform | 3041 | 3065 | 01401 | 02b |
| Platform | 3041 | 3065 | 03201 | 02 |
| Platform | 3041 | 3066 | 01401 | 02a |

## 2. INDEX BY SITE TYPE

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Platform | 3057 | 3072 | 03102 | 05 |
| Platform | 3057 | 3076 | 08201 | 02a |
| Platform | 3059 | 2880 | 01101 | 02a |
| Platform | 3059 | 2880 | 01101 | 02b |
| Platform | 3062 | 3120 | 01501 | 02 |
| Platform | 3105 | 3084 | 08301 | 02 |
| Platform | 3110 | 2759 | 10105 | |
| Platform | 3140 | 3169 | 09301 | 02 |
| Platform | 3185 | 3069 | 08401 | 02 |
| Platform | 3189 | 3116 | 09201 | 02 |
| Platform canopy | 3057 | 3076 | 08201 | 02b |
| Pump | *See Water pump* | | | |
| Rail bridge | *See Bridge - rail/canal, rail/foot, rail/river and rail/road* | | | |
| Railbus/ railcar halts and stops | *See Hardstand and Platform* | | | |
| Railway village | 3040 | 3062 | 01403 | |
| Railway village | 3225 | 3107 | 08502 | |
| Railway-related building | 2588 | 3307 | 07401 | 05 |
| Railway-related building | 2655 | 3181 | 06201 | 03 |
| Railway-related building | 2720 | 3206 | 03601 | 06 |
| Railway-related building | 3040 | 3063 | 03201 | 03 |
| Railway-related building | 3060 | 2879 | 01101 | 06 |
| Railway-related house | 2651 | 3175 | 06206 | |
| Railway-related house | 2655 | 3180 | 06201 | 05 |
| Railway-related house | 2655 | 3181 | 06201 | 04 |
| Railway-related house | 2697 | 3212 | 06101 | 03 |
| Railway-related house | 2933 | 3070 | 03301 | 09 |
| Railway-related house | 3038 | 2902 | 02101 | 09 |
| Railway-related house | 3202 | 3090 | 08409 | 02 |
| Road bridge | *See Bridge – road/rail, road/river* | | | |
| Running shed | *See Engine shed* | | | |
| Saw mill | 3057 | 3072 | 03102 | 04 |
| Siding | 2766 | 3211 | 03526 | 04 |
| Siding | 2937 | 3067 | 03226 | |
| Siding | 3047 | 3065 | 03104 | |
| Siding | 3057 | 3076 | 08103 | |
| Siding | 3167 | 3068 | 08318 | |
| Signal box | 2496 | 3261 | 03901 | 07 |
| Signal box | 2500 | 3261 | 03901 | 10 |
| Signal box | 2567 | 3240 | 03801 | 05 |
| Signal box | 2587 | 3307 | 07401 | 08 |
| Signal box | 2671 | 3341 | 07301 | 04 |
| Signal box | 2675 | 3343 | 07301 | 09 |
| Signal box | 2697 | 3212 | 06101 | 02 |
| Signal box | 2715 | 3415 | 07201 | 07 |
| Signal box | 2719 | 3206 | 03601 | 03 |
| Signal box | 2822 | 3198 | 03501 | 06 |
| Signal box | 2824 | 3197 | 03501 | 08 |
| Signal box | 2847 | 3034 | 04301 | 11 |
| Signal box | 2882 | 3127 | 03401 | 03 |
| Signal box | 2883 | 3127 | 03401 | 04 |
| Signal box | 2932 | 3071 | 03303 | 02 |
| Signal box | 2934 | 3070 | 03301 | 06 |
| Signal box | 2935 | 3069 | 03301 | 10 |
| Signal box | 2965 | 2907 | 02201 | 10 |
| Signal box | 3036 | 3063 | 03202 | 02 |
| Signal box | 3038 | 2903 | 02101 | 04 |
| Signal box | 3038 | 2903 | 02101 | 05 |
| Signal box | 3039 | 2959 | 01301 | 06 |
| Signal box | 3041 | 3064 | 03108 | 02 |
| Signal box | 3041 | 3067 | 01401 | 05 |
| Signal box | 3045 | 3064 | 03106 | 02 |
| Signal box | 3056 | 3070 | 03102 | 08 |

## 2. INDEX BY SITE TYPE

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Signal box | 3057 | 3075 | 08201 | 05 |
| Signal box | 3060 | 2879 | 01101 | 07 |
| Signal box | 3062 | 3120 | 01501 | 03 |
| Signal box | 3096 | 2746 | 11103 | |
| Signal box | 3221 | 3107 | 08501 | 13 |
| Signal cabin | *See Signal box* | | | |
| Stable; Store | 3223 | 3109 | 08501 | 11 |
| Station | 2498 | 3261 | 07501 | |
| Station | 2823 | 3197 | 05301 | |
| Station | 2934 | 3070 | 04101 | |
| Station | 3038 | 2903 | 01201 | |
| Station | *See also Station building* | | | |
| Station building | 2588 | 3307 | 07401 | 01 |
| Station building | 2651 | 3231 | 03701 | 01 |
| Station building | 2715 | 3414 | 07201 | 01 |
| Station building | 2719 | 3206 | 03601 | 01 |
| Station building | 2824 | 3255 | 05201 | 01 |
| Station building | 2845 | 3036 | 04301 | 01 |
| Station building | 2883 | 3127 | 03401 | 01 |
| Station building | 2892 | 3038 | 04201 | 01 |
| Station building | 2934 | 3070 | 03301 | 01a |
| Station building | 2963 | 2906 | 02201 | 01 |
| Station building | 3038 | 2903 | 02101 | 01 |

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Station building | 3040 | 3065 | 03201 | 01 |
| Station building | 3057 | 3075 | 08201 | 01 |
| Station building | 3059 | 2880 | 01101 | 01 |
| Station building | 3140 | 3169 | 09301 | 01 |
| Station building | 3223 | 3110 | 08501 | 01 |
| Station building; Station house | 2498 | 3261 | 03901 | 01 |
| Station building; Station house | 2567 | 3240 | 03801 | 01 |
| Station building; Station house | 2655 | 3181 | 06201 | 01 |
| Station building; Station house | 2671 | 3341 | 07301 | 01 |
| Station building; Station house | 2823 | 3197 | 03501 | 01 |
| Station building; Station house | 3039 | 2959 | 01301 | 01 |
| Station building; Station house | 3063 | 3120 | 01501 | 01 |
| Station building; Station house | 3105 | 3084 | 08301 | 01 |
| Station building; Station house | 3185 | 3069 | 08401 | 01 |
| Station building; Station house | 3189 | 3116 | 09201 | 01 |
| Station house | 2588 | 3308 | 07401 | 06 |
| Station house | 2650 | 3231 | 03701 | 03 |

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Station house | 2716 | 3413 | 07201 | 04 |
| Station house | 2719 | 3206 | 03601 | 07 |
| Station house | 2824 | 3255 | 05201 | 03 |
| Station house | 2844 | 3037 | 04301 | 09 |
| Station house | 2884 | 3126 | 03401 | 09 |
| Station house | 2892 | 3038 | 04201 | 03 |
| Station house | 2934 | 3070 | 03301 | 01b |
| Station house | 2963 | 2906 | 02201 | 11 |
| Station house | 3039 | 2902 | 02101 | 08 |
| Station house | 3041 | 3066 | 01401 | 01 |
| Station house | 3057 | 3075 | 08201 | 04 |
| Station house | 3059 | 2880 | 01101 | 04 |
| Station house | *See also Station building* | | | |
| Station office | 3223 | 3110 | 08501 | 02 |
| Store | 2498 | 3261 | 03901 | 03 |
| Store | 2568 | 3240 | 03801 | 06 |
| Store | 2672 | 3341 | 07301 | 05 |
| Subway | *See Bridge (rail/foot)* | | | |
| Telegraph pole | 2883 | 3127 | 03401 | 07 |
| Toilets | 3039 | 2959 | 01301 | 02 |
| Toilets | 3057 | 3076 | 08201 | 03 |
| Tunnel | 2535 | 3247 | 03815 | |
| Tunnel | 2826 | 3195 | 03426 | |

## 2. INDEX BY SITE TYPE

| SITE TYPE | East | North | Site number | |
|---|---|---|---|---|
| Turntable | 2498 | 3261 | 03901 | 06b |
| Turntable | 2503 | 3262 | 07430 | 04 |
| Turntable | 2845 | 3037 | 04301 | 08 |
| Turntable | 2935 | 3069 | 03301 | 08 |
| Turntable | 2963 | 2906 | 02201 | 07 |
| Turntable | 3037 | 2904 | 02101 | 07 |
| Turntable | 3221 | 3108 | 08501 | 12 |
| Waiting room | *See Waiting shelter* | | | |
| Waiting shelter | 2567 | 3240 | 03801 | 03 |
| Waiting shelter | 2588 | 3307 | 07401 | 03 |
| Waiting shelter | 2671 | 3341 | 07301 | 03 |
| Waiting shelter | 2715 | 3414 | 07201 | 03 |
| Waiting shelter | 2823 | 3197 | 03501 | 03 |
| Waiting shelter | 2882 | 3127 | 03401 | 05 |
| Waiting shelter | 3038 | 2903 | 02101 | 03 |
| Waiting shelter | 3039 | 2959 | 01301 | 04 |
| Waiting shelter | 3059 | 2880 | 01101 | 03 |
| Water pump | 2501 | 3262 | 07430 | 08 |
| Water pump (house) | 2486 | 3256 | 03907 | |
| Water pump (house) | 2588 | 3307 | 07401 | 07 |
| Water pump (wind) | 2845 | 3037 | 04301 | 07b |
| Water pump (wind) | 2965 | 2907 | 02201 | 09 |
| Water tank | 2499 | 3261 | 03901 | 08 |
| Water tank | 2716 | 3206 | 03603 | |
| Water tank | 2823 | 3197 | 03501 | 07 |
| Water tank | 2845 | 3037 | 04301 | 07a |
| Water tank | 2934 | 3070 | 03301 | 07 |
| Water tank | 2963 | 2906 | 02201 | 08 |
| Water tank | 3038 | 2904 | 02101 | 06 |
| Water tank | 3041 | 3065 | 01401 | 04 |
| Water tank | 3057 | 3074 | 03102 | 02 |
| Water tank | 3137 | 3072 | 08308 | 02 |
| Water tank | 3223 | 3109 | 08501 | 09 |
| Water tower | *See Water tank* | | | |
| Weighbridge | 2499 | 3262 | 03901 | 09 |
| Weighbridge | 2502 | 3262 | 07430 | 06 |
| Weighbridge | 2674 | 3342 | 07301 | 07 |
| Weighbridge | 2715 | 3415 | 07201 | 06 |
| Weighbridge | 2718 | 3206 | 03601 | 05c |
| Well | 2718 | 3206 | 03601 | 09 |

## 2. INDEX BY SITE TYPE

| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 2447 | 3178 | Level crossing | 07520 | |
| 2448 | 3182 | Bridge (road/rail) | 07519 | |
| 2448 | 3185 | Bridge (rail/road) | 07518 | |
| 2448 | 3186 | Bridge (rail/river) | 07517 | |
| 2449 | 3199 | Level crossing | 07516 | |
| 2450 | 3200 | Level crossing | 07515 | 01 |
| 2450 | 3200 | Level crossing house | 07515 | 02 |
| 2450 | 3201 | Level crossing | 07514 | |
| 2450 | 3202 | Level crossing | 07513 | |
| 2451 | 3204 | Bridge (rail/river) | 07512 | |
| 2451 | 3204 | Bridge (road/rail) | 07511 | |
| 2452 | 3209 | Bridge (road/rail) | 07510 | |
| 2455 | 3215 | Level crossing | 07509 | |
| 2456 | 3217 | Level crossing | 07508 | |
| 2461 | 3225 | Level crossing house | 07507 | 02 |
| 2462 | 3225 | Level crossing | 07507 | 01 |
| 2463 | 3227 | Bridge (road/rail) | 07506 | |
| 2465 | 3230 | Level crossing | 07505 | |
| 2466 | 3231 | Level crossing | 07504 | |
| 2485 | 3256 | Bridge (rail/river) | 03908 | |
| 2486 | 3256 | Water pump (house) | 03907 | |
| 2487 | 3257 | Level crossing | 03906 | 01 |
| 2487 | 3257 | Level crossing house | 03906 | 02 |
| 2489 | 3257 | Bridge (road/rail) | 07503 | |
| 2490 | 3258 | Junction | 03905 | |
| 2490 | 3258 | Junction | 07502 | |
| 2490 | 3258 | Level crossing | 03904 | |
| 2493 | 3259 | Level crossing | 03903 | |
| 2494 | 3260 | Level crossing | 03902 | 01 |
| 2495 | 3260 | Level crossing house | 03902 | 02 |
| 2496 | 3261 | Signal box | 03901 | 07 |
| 2497 | 3261 | Cattle beach | 03901 | 05 |
| 2497 | 3261 | Engine shed offices | 03901 | 06c |
| 2497 | 3261 | Goods shed | 03901 | 04 |
| 2498 | 3261 | Bridge (foot/rail) | 03901 | 02c |
| 2498 | 3261 | Platform | 03901 | 02b |
| 2498 | 3261 | Station | 07501 | |
| 2498 | 3261 | Station building; Station house | 03901 | 01 |
| 2498 | 3261 | Store | 03901 | 03 |
| 2498 | 3261 | Turntable | 03901 | 06b |
| 2498 | 3262 | Engine shed | 03901 | 06a |
| 2499 | 3261 | Platform | 03901 | 02a |
| 2499 | 3261 | Water tank | 03901 | 08 |
| 2499 | 3262 | Weighbridge | 03901 | 09 |
| 2500 | 3261 | Bridge (rail/foot) | 03829 | 02 |
| 2500 | 3261 | Level crossing | 03829 | 01 |
| 2500 | 3261 | Signal box | 03901 | 10 |
| 2501 | 3261 | Junction | 03828 | |
| 2501 | 3261 | Junction | 07431 | |
| 2501 | 3262 | Entrance (station) | 07430 | 10 |
| 2501 | 3262 | Goods shed | 07430 | 01 |
| 2501 | 3262 | Petrol tanks | 07430 | 09 |
| 2501 | 3262 | Water pump | 07430 | 08 |
| 2502 | 3262 | Cattle beach | 07430 | 07 |
| 2502 | 3262 | Weighbridge | 07430 | 06 |
| 2503 | 3261 | Bridge (rail/foot) | 03827 | |
| 2503 | 3261 | Bridge (rail/foot) | 07430 | 05 |
| 2503 | 3262 | Engine shed | 07430 | 03 |
| 2503 | 3262 | Goods shed | 07430 | 02 |
| 2503 | 3262 | Turntable | 07430 | 04 |
| 2506 | 3261 | Bridge (rail/road) | 03826 | |
| 2508 | 3259 | Level crossing | 03825 | |

## 3. INDEX BY NATIONAL GRID

| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 2508 | 3263 | Level crossing | 07429 | |
| 2509 | 3264 | Level crossing | 07428 | |
| 2510 | 3264 | Bridge (rail/road) | 07427 | |
| 2511 | 3265 | Level crossing | 07426 | |
| 2512 | 3257 | Hardstand | 03824 | 03 |
| 2512 | 3257 | Level crossing | 03824 | 01 |
| 2512 | 3257 | Level crossing house | 03824 | 02 |
| 2514 | 3256 | Level crossing | 03823 | |
| 2514 | 3267 | Bridge (rail/road) | 07425 | |
| 2516 | 3255 | Bridge (rail/canal) | 03822 | |
| 2517 | 3255 | Bridge (rail/road) | 03821 | |
| 2517 | 3269 | Level crossing | 07424 | |
| 2521 | 3252 | Level crossing | 03820 | |
| 2521 | 3270 | Bridge (road/rail) | 07423 | |
| 2522 | 3252 | Level crossing | 03819 | |
| 2525 | 3270 | Bridge (road/rail) | 07422 | |
| 2527 | 3271 | Level crossing | 07421 | |
| 2528 | 3249 | Bridge (rail/road) | 03818 | |
| 2530 | 3248 | Bridge (rail/road) | 03817 | 01 |
| 2530 | 3248 | Bridge (rail/road) | 03817 | 02 |
| 2530 | 3273 | Level crossing | 07419 | |

| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 2530 | 3273 | Level crossing | 07420 | |
| 2531 | 3248 | Bridge (rail/river) | 03816 | |
| 2534 | 3248 | Bridge (road/rail) | 03814 | |
| 2535 | 3247 | Tunnel | 03815 | |
| 2536 | 3275 | Level crossing | 07418 | |
| 2537 | 3247 | Bridge (rail/river) | 03813 | 01 |
| 2537 | 3247 | Bridge (rail/river) | 03813 | 02 |
| 2537 | 3276 | Bridge (road/rail) | 07417 | |
| 2538 | 3247 | Bridge (rail/road) | 03812 | |
| 2539 | 3247 | Bridge (rail/road) | 03811 | |
| 2539 | 3277 | Bridge (rail/road) | 07416 | |
| 2542 | 3279 | Bridge (rail/road) | 07415 | |
| 2543 | 3280 | Bridge (rail/road) | 07414 | |
| 2544 | 3246 | Bridge (road/rail) | 03810 | |
| 2546 | 3246 | Bridge (road/rail) | 03809 | |
| 2550 | 3245 | Bridge (rail/road) | 03808 | |
| 2550 | 3285 | Bridge (rail/river) | 07413 | |
| 2551 | 3285 | Bridge (rail/river) | 07412 | |
| 2552 | 3244 | Level crossing | 03807 | |
| 2552 | 3286 | Bridge (rail/road) | 07411 | |
| 2554 | 3243 | Bridge (rail/river) | 03806 | |

| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 2554 | 3287 | Bridge (road/rail) | 07410 | |
| 2556 | 3243 | Level crossing | 03805 | |
| 2557 | 3242 | Bridge (rail/river) | 03804 | |
| 2557 | 3290 | Level crossing | 07409 | |
| 2558 | 3291 | Bridge (rail/road) | 07408 | |
| 2562 | 3241 | Bridge (rail/road) | 03803 | |
| 2564 | 3240 | Level crossing | 03802 | |
| 2565 | 3294 | Bridge (road/rail) | 07407 | |
| 2566 | 3240 | Platform | 03801 | 02a |
| 2567 | 3240 | Goods shed | 03801 | 04 |
| 2567 | 3240 | Platform | 03801 | 02b |
| 2567 | 3240 | Signal box | 03801 | 05 |
| 2567 | 3240 | Station building; Station house | 03801 | 01 |
| 2567 | 3240 | Waiting shelter | 03801 | 03 |
| 2567 | 3294 | Level crossing | 07406 | |
| 2568 | 3240 | Bridge (road/rail) | 03726 | |
| 2568 | 3240 | Store | 03801 | 06 |
| 2569 | 3295 | Bridge (rail/river) | 07405 | |
| 2572 | 3297 | Level crossing | 07404 | |
| 2575 | 3234 | Hardstand | 03725 | 03 |
| 2575 | 3234 | Level crossing | 03725 | 01 |
| 2575 | 3234 | Level crossing | 03725 | 02 |

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| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| | | house | | |
| 2577 | 3233 | Level crossing | 03724 | |
| 2577 | 3300 | Bridge (rail/road) | 07403 | |
| 2579 | 3232 | Level crossing | 03723 | |
| 2580 | 3232 | Bridge (road/rail) | 03722 | |
| 2581 | 3232 | Level crossing | 03721 | |
| 2581 | 3303 | Bridge (road/rail) | 07402 | |
| 2583 | 3231 | Level crossing | 03720 | |
| 2586 | 3231 | Level crossing | 03719 | |
| 2587 | 3231 | Level crossing | 03718 | |
| 2587 | 3307 | Goods shed | 07401 | 04 |
| 2587 | 3307 | Platform | 07401 | 02b |
| 2587 | 3307 | Signal box | 07401 | 08 |
| 2588 | 3307 | Bridge (road/rail) | 07333 | |
| 2588 | 3307 | Platform | 07401 | 02a |
| 2588 | 3307 | Railway-related building | 07401 | 05 |
| 2588 | 3307 | Station building | 07401 | 01 |
| 2588 | 3307 | Waiting shelter | 07401 | 03 |
| 2588 | 3307 | Water pump (house) | 07401 | 07 |
| 2588 | 3308 | Station house | 07401 | 06 |
| 2589 | 3231 | Bridge (road/rail) | 03717 | |

| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 2590 | 3309 | Level crossing | 07332 | |
| 2591 | 3230 | Level crossing | 03716 | |
| 2592 | 3312 | Bridge (road/rail) | 07331 | |
| 2593 | 3313 | Level crossing | 07330 | |
| 2595 | 3228 | Bridge (road/rail) | 03715 | |
| 2595 | 3316 | Level crossing | 07329 | |
| 2598 | 3228 | Hardstand | 03714 | 03 |
| 2598 | 3228 | Level crossing | 03714 | 01 |
| 2598 | 3228 | Level crossing house | 03714 | 02 |
| 2598 | 3319 | Level crossing | 07328 | |
| 2602 | 3227 | Level crossing | 03713 | |
| 2603 | 3321 | Bridge (rail/road) | 07327 | |
| 2605 | 3227 | Bridge (road/rail) | 03712 | |
| 2606 | 3322 | Bridge (rail/road) | 07326 | |
| 2607 | 3323 | Level crossing | 07325 | |
| 2608 | 3227 | Bridge (rail/road) | 03711 | |
| 2608 | 3324 | Bridge (rail/road) | 07324 | |
| 2609 | 3228 | Level crossing | 03710 | |
| 2610 | 3228 | Level crossing | 03709 | |
| 2612 | 3327 | Bridge (rail/road) | 07323 | |
| 2614 | 3228 | Bridge (rail/road) | 03708 | |

| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 2615 | 3329 | Bridge (rail/road) | 07322 | |
| 2616 | 3229 | Bridge (rail/road) | 03707 | |
| 2620 | 3331 | Level crossing | 07321 | |
| 2623 | 3230 | Hardstand | 03706 | 03 |
| 2623 | 3230 | Level crossing | 03706 | 01 |
| 2623 | 3230 | Level crossing house | 03706 | 02 |
| 2626 | 3230 | Level crossing | 03705 | 01 |
| 2626 | 3230 | Level crossing house | 03705 | 02 |
| 2626 | 3332 | Bridge (road/rail) | 07320 | |
| 2633 | 3231 | Bridge (road/rail) | 03704 | |
| 2634 | 3232 | Level crossing | 03703 | |
| 2634 | 3332 | Bridge (road/rail) | 07319 | |
| 2635 | 3157 | Level crossing | 06219 | |
| 2636 | 3333 | Bridge (rail/river) | 07318 | |
| 2637 | 3157 | Level crossing | 06218 | |
| 2639 | 3158 | Bridge (rail/road) | 06217 | |
| 2639 | 3159 | Level crossing | 06216 | |
| 2640 | 3160 | Bridge (road/rail) | 06215 | |
| 2641 | 3336 | Bridge (rail/road) | 07317 | |
| 2642 | 3338 | Bridge (rail/road) | 07315 | |

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| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 2642 | 3338 | Bridge (rail/road) | 07316 | |
| 2643 | 3161 | Level crossing | 06214 | |
| 2644 | 3162 | Bridge (rail/road) | 06213 | |
| 2645 | 3163 | Bridge (rail/road) | 06212 | |
| 2645 | 3340 | Bridge (rail/river) | 07314 | |
| 2646 | 3164 | Bridge (rail/river+road) | 06211 | |
| 2646 | 3341 | Level crossing | 07313 | |
| 2647 | 3165 | Bridge (rail/road) | 06210 | |
| 2648 | 3167 | Level crossing | 06208 | |
| 2648 | 3167 | Level crossing | 06209 | |
| 2649 | 3168 | Bridge (road/rail) | 06207 | |
| 2649 | 3343 | Bridge (rail/road) | 07312 | |
| 2650 | 3231 | Goods shed | 03701 | 04 |
| 2650 | 3231 | Level crossing | 03702 | |
| 2650 | 3231 | Platform | 03701 | 02 |
| 2650 | 3231 | Station house | 03701 | 03 |
| 2651 | 3175 | Railway-related house | 06206 | |
| 2651 | 3176 | Bridge (rail/road) | 06205 | |
| 2651 | 3231 | Level crossing | 03629 | |
| 2651 | 3231 | Station building | 03701 | 01 |
| 2651 | 3344 | Bridge (rail/river) | 07310 | |

| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 2651 | 3344 | Bridge (rail/road) | 07311 | |
| 2652 | 3231 | Bridge (rail/river) | 03628 | |
| 2653 | 3179 | Level crossing | 06203 | |
| 2653 | 3179 | Level crossing | 06204 | |
| 2654 | 3180 | Bridge (rail/road) | 06202 | |
| 2655 | 3180 | Railway-related house | 06201 | 05 |
| 2655 | 3181 | Platform | 06201 | 02 |
| 2655 | 3181 | Railway-related building | 06201 | 03 |
| 2655 | 3181 | Railway-related house | 06201 | 04 |
| 2655 | 3181 | Station building; Station house | 06201 | 01 |
| 2656 | 3181 | Entrance (station) | 06201 | 06 |
| 2656 | 3231 | Bridge (road/rail) | 03627 | |
| 2657 | 3182 | Bridge (rail/road) | 06125 | |
| 2657 | 3343 | Bridge (rail/road) | 07309 | |
| 2658 | 3183 | Level crossing | 06124 | |
| 2659 | 3184 | Level crossing | 06123 | |
| 2659 | 3342 | Level crossing | 07308 | |
| 2661 | 3186 | Level crossing | 06122 | |
| 2661 | 3231 | Hardstand | 03626 | 03 |

| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 2661 | 3231 | Level crossing | 03626 | 01 |
| 2661 | 3231 | Level crossing house | 03626 | 02 |
| 2661 | 3342 | Bridge (road/rail) | 07307 | |
| 2662 | 3186 | Bridge (road/rail) | 06121 | |
| 2664 | 3188 | Level crossing | 06120 | |
| 2664 | 3231 | Bridge (rail/road) | 03625 | |
| 2664 | 3341 | Bridge (road/rail) | 07306 | |
| 2665 | 3340 | Bridge (rail/road) | 07304 | |
| 2665 | 3340 | Level crossing | 07305 | |
| 2666 | 3189 | Bridge (rail/road) | 06119 | |
| 2666 | 3231 | Level crossing | 03624 | |
| 2667 | 3189 | Level crossing | 06118 | |
| 2668 | 3231 | Bridge (road/rail) | 03623 | |
| 2668 | 3340 | Bridge (road/rail) | 07303 | |
| 2669 | 3190 | Level crossing | 06117 | |
| 2670 | 3231 | Level crossing | 03621 | |
| 2670 | 3231 | Level crossing | 03622 | |
| 2670 | 3341 | Bridge (foot/rail) | 07302 | |
| 2671 | 3191 | Level crossing | 06116 | |
| 2671 | 3341 | Bridge (rail/foot) | 07301 | 02c |
| 2671 | 3341 | Platform | 07301 | 02a |

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| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 2671 | 3341 | Platform | 07301 | 02b |
| 2671 | 3341 | Signal box | 07301 | 04 |
| 2671 | 3341 | Station building; Station house | 07301 | 01 |
| 2671 | 3341 | Waiting shelter | 07301 | 03 |
| 2672 | 3193 | Level crossing | 06115 | |
| 2672 | 3230 | Bridge (rail/road) | 03620 | |
| 2672 | 3341 | Store | 07301 | 05 |
| 2673 | 3342 | Goods shed | 07301 | 06 |
| 2674 | 3229 | Level crossing | 03619 | |
| 2674 | 3342 | Bridge (road/rail) | 07227 | |
| 2674 | 3342 | Cattle beach | 07301 | 08 |
| 2674 | 3342 | Weighbridge | 07301 | 07 |
| 2675 | 3195 | Level crossing | 06114 | |
| 2675 | 3229 | Bridge (road/rail) | 03618 | |
| 2675 | 3343 | Signal box | 07301 | 09 |
| 2676 | 3195 | Bridge (road/rail) | 06113 | |
| 2677 | 3227 | Bridge (rail/road) | 03617 | |
| 2677 | 3344 | Bridge (road/rail) | 07226 | |
| 2678 | 3225 | Bridge (road/rail) | 03616 | |
| 2679 | 3196 | Bridge (rail/road) | 06112 | |
| 2679 | 3224 | Bridge (rail/river) | 03615 | 02 |
| 2679 | 3224 | Bridge (rail/road) | 03615 | 01 |

| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 2680 | 3222 | Level crossing | 03614 | |
| 2680 | 3350 | Bridge (rail/road) | 07225 | |
| 2681 | 3197 | Bridge (rail/road) | 06111 | |
| 2681 | 3220 | Bridge (road/rail) | 03613 | |
| 2681 | 3352 | Bridge (rail/river) | 07224 | |
| 2682 | 3357 | Bridge (road/rail) | 07223 | |
| 2683 | 3198 | Level crossing | 06110 | |
| 2683 | 3362 | Bridge (rail/road) | 07222 | |
| 2684 | 3199 | Bridge (road/rail) | 06109 | |
| 2684 | 3364 | Level crossing | 07221 | 01 |
| 2684 | 3364 | Level crossing house | 07221 | 02 |
| 2685 | 3218 | Bridge (rail/road) | 03612 | |
| 2685 | 3367 | Level crossing | 07220 | |
| 2686 | 3201 | Bridge (road/rail) | 06108 | |
| 2686 | 3371 | Level crossing | 07219 | |
| 2687 | 3204 | Bridge (rail/road) | 06107 | |
| 2687 | 3206 | Level crossing | 06106 | |
| 2688 | 3208 | Bridge (rail/road) | 06105 | |
| 2689 | 3209 | Level crossing | 06104 | |
| 2689 | 3374 | Bridge (rail/road) | 07218 | |
| 2692 | 3215 | Level crossing | 03611 | |

| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 2692 | 3377 | Level crossing | 07217 | 01 |
| 2692 | 3377 | Level crossing house | 07217 | 02 |
| 2694 | 3213 | Bridge (rail/river) | 03610 | |
| 2694 | 3213 | Bridge (road/rail) | 06103 | |
| 2695 | 3213 | Bridge (rail/river) | 06102 | |
| 2695 | 3381 | Level crossing | 07216 | |
| 2697 | 3212 | Junction | 03609 | 01 |
| 2697 | 3212 | Junction | 06101 | 01 |
| 2697 | 3212 | Railway-related house | 06101 | 03 |
| 2697 | 3212 | Signal box | 06101 | 02 |
| 2697 | 3385 | Bridge (rail/road) | 07215 | |
| 2698 | 3212 | Bridge (rail/river) | 03607 | |
| 2698 | 3212 | Bridge (rail/road) | 03608 | |
| 2698 | 3212 | Hardstand | 03609 | 02 |
| 2699 | 3388 | Level crossing | 07214 | |
| 2700 | 3211 | Bridge (rail/road) | 03606 | |
| 2701 | 3389 | Level crossing | 07213 | |
| 2703 | 3391 | Level crossing | 07212 | |
| 2705 | 3393 | Level crossing | 07211 | |
| 2708 | 3207 | Level crossing | 03605 | |
| 2709 | 3395 | Bridge (rail/river) | 07209 | |

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| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 2709 | 3395 | Level crossing | 07210 | |
| 2710 | 3396 | Level crossing | 07208 | |
| 2712 | 3398 | Bridge (rail/road) | 07207 | |
| 2713 | 3401 | Level crossing | 07206 | |
| 2714 | 3403 | Level crossing | 07205 | |
| 2714 | 3405 | Level crossing | 07204 | |
| 2715 | 3407 | Level crossing | 07203 | |
| 2715 | 3408 | Level crossing | 07202 | |
| 2715 | 3414 | Goods shed | 07201 | 05 |
| 2715 | 3414 | Platform | 07201 | 02a |
| 2715 | 3414 | Platform | 07201 | 02b |
| 2715 | 3414 | Station building | 07201 | 01 |
| 2715 | 3414 | Waiting shelter | 07201 | 03 |
| 2715 | 3415 | Entrance (goods depot) | 07201 | 08 |
| 2715 | 3415 | Level crossing | 07111 | |
| 2715 | 3415 | Signal box | 07201 | 07 |
| 2715 | 3415 | Weighbridge | 07201 | 06 |
| 2716 | 3206 | Bridge (rail/river) | 03604 | |
| 2716 | 3206 | Water tank | 03603 | |
| 2716 | 3413 | Station house | 07201 | 04 |
| 2716 | 3415 | Entrance (station) | 07201 | 09 |

| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 2717 | 3206 | Bridge (rail/road) | 03602 | |
| 2717 | 3419 | Bridge (road/rail) | 07110 | |
| 2718 | 3206 | Entrance (station) | 03601 | 08 |
| 2718 | 3206 | Weighbridge | 03601 | 05c |
| 2718 | 3206 | Well | 03601 | 09 |
| 2718 | 3421 | Bridge (rail/river) | 07109 | |
| 2719 | 3206 | Goods beach | 03601 | 04 |
| 2719 | 3206 | Goods office | 03601 | 05b |
| 2719 | 3206 | Goods shed | 03601 | 05a |
| 2719 | 3206 | Platform | 03601 | 02 |
| 2719 | 3206 | Signal box | 03601 | 03 |
| 2719 | 3206 | Station building | 03601 | 01 |
| 2719 | 3206 | Station house | 03601 | 07 |
| 2720 | 3206 | Railway-related building | 03601 | 06 |
| 2720 | 3422 | Bridge (rail/road) | 07108 | |
| 2724 | 3424 | Bridge (rail/road) | 07107 | |
| 2726 | 3208 | Hardstand | 03542 | 03 |
| 2726 | 3208 | Level crossing | 03542 | 01 |
| 2726 | 3208 | Level crossing house | 03542 | 02 |
| 2726 | 3424 | Bridge (rail/road) | 07106 | |
| 2727 | 3208 | Level crossing | 03541 | |

| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 2728 | 3425 | Bridge (rail/river) | 07105 | |
| 2729 | 3425 | Level crossing | 07104 | |
| 2731 | 3208 | Bridge (rail/road) | 03540 | |
| 2732 | 3425 | Bridge (road/rail) | 07103 | |
| 2733 | 3208 | Bridge (rail/road) | 03539 | |
| 2735 | 3424 | Bridge (rail/road) | 07102 | |
| 2736 | 3208 | Level crossing | 03538 | |
| 2739 | 3423 | Bridge (rail/road) | 07101 | |
| 2740 | 3208 | Bridge (road/rail) | 03537 | |
| 2741 | 3208 | Level crossing | 03536 | |
| 2743 | 3208 | Level crossing | 03535 | |
| 2745 | 3209 | Level crossing | 03534 | |
| 2747 | 3210 | Level crossing | 03533 | |
| 2748 | 3210 | Bridge (rail/river) | 03532 | |
| 2750 | 3211 | Level crossing | 03531 | |
| 2755 | 3211 | Bridge (rail/road) | 03530 | |
| 2760 | 3212 | Bridge (rail/river) | 03529 | |
| 2761 | 3211 | Level crossing | 03528 | |
| 2765 | 3211 | Level crossing | 03527 | |
| 2766 | 3211 | Hardstand | 03526 | 03 |
| 2766 | 3211 | Level crossing | 03526 | 01 |

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| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 2766 | 3211 | Level crossing house | 03526 | 02 |
| 2766 | 3211 | Siding | 03526 | 04 |
| 2771 | 3210 | Level crossing | 03525 | |
| 2774 | 3211 | Level crossing | 03524 | |
| 2775 | 3211 | Bridge (rail/river) | 03523 | |
| 2776 | 3211 | Bridge (road/rail) | 03522 | |
| 2783 | 3211 | Level crossing | 03521 | |
| 2785 | 3209 | Bridge (rail/river) | 03519 | |
| 2785 | 3210 | Bridge (rail/road) | 03520 | |
| 2790 | 3207 | Bridge (road/rail) | 03518 | |
| 2792 | 3207 | Bridge (rail/road) | 03517 | |
| 2793 | 3207 | Level crossing | 03516 | |
| 2796 | 3206 | Level crossing | 03515 | |
| 2800 | 3204 | Bridge (road/rail) | 03514 | |
| 2802 | 3203 | Bridge (road/rail) | 03513 | |
| 2803 | 3202 | Level crossing | 03512 | |
| 2805 | 3201 | Level crossing | 03511 | |
| 2807 | 3201 | Level crossing | 03510 | |
| 2808 | 3201 | Level crossing | 03509 | |
| 2810 | 3202 | Bridge (rail/road) | 03508 | |
| 2811 | 3202 | Bridge (rail/road) | 03507 | |

| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 2814 | 3202 | Level crossing | 03506 | |
| 2816 | 3202 | Bridge (road/rail) | 03505 | |
| 2818 | 3201 | Level crossing | 03504 | |
| 2819 | 3200 | Bridge (rail/road) | 03503 | |
| 2819 | 3212 | Bridge (rail/river) | 05215 | |
| 2820 | 3200 | Bridge (rail/road) | 05216 | |
| 2820 | 3215 | Bridge (rail/road) | 05214 | |
| 2820 | 3223 | Bridge (road/rail) | 05212 | |
| 2820 | 3224 | Bridge (rail/river) | 05211 | |
| 2821 | 3216 | Bridge (rail/river) | 05213 | |
| 2821 | 3226 | Bridge (rail/river) | 05210 | |
| 2822 | 3198 | Level crossing | 03502 | |
| 2822 | 3198 | Signal box | 03501 | 06 |
| 2823 | 3197 | Goods office/ weighbridge | 03501 | 04b |
| 2823 | 3197 | Goods shed | 03501 | 04a |
| 2823 | 3197 | Platform | 03501 | 02a |
| 2823 | 3197 | Platform | 03501 | 02b |
| 2823 | 3197 | Station | 05301 | |
| 2823 | 3197 | Station building; Station house | 03501 | 01 |
| 2823 | 3197 | Waiting shelter | 03501 | 03 |
| 2823 | 3197 | Water tank | 03501 | 07 |

| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 2823 | 3198 | Goods beach | 03501 | 05 |
| 2823 | 3229 | Bridge (rail/river) | 05209 | |
| 2824 | 3197 | Bridge (foot/rail) | 03501 | 02c |
| 2824 | 3197 | Entrance (station) | 03501 | 09 |
| 2824 | 3197 | Level crossing | 03427 | |
| 2824 | 3197 | Signal box | 03501 | 08 |
| 2824 | 3229 | Bridge (rail/road) | 05208 | |
| 2824 | 3251 | Bridge (rail/river) | 05204 | |
| 2824 | 3254 | Bridge (rail/river) | 05203 | |
| 2824 | 3254 | Level crossing | 05202 | |
| 2824 | 3255 | Platform | 05201 | 02 |
| 2824 | 3255 | Station building | 05201 | 01 |
| 2824 | 3255 | Station house | 05201 | 03 |
| 2825 | 3262 | Level crossing | 05101 | |
| 2826 | 3195 | Tunnel | 03426 | |
| 2827 | 3233 | Level crossing | 05207 | |
| 2827 | 3243 | Level crossing | 05205 | |
| 2828 | 3193 | Bridge (road/rail) | 03425 | |
| 2828 | 3241 | Level crossing | 05206 | |
| 2831 | 3187 | Bridge (rail/road) | 03424 | |
| 2836 | 3180 | Bridge (rail/river) | 03423 | |

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| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 2840 | 3176 | Level crossing | 03422 | |
| 2842 | 3175 | Level crossing | 03421 | |
| 2844 | 3037 | Entrance (station) | 04301 | 10 |
| 2844 | 3037 | Station house | 04301 | 09 |
| 2844 | 3172 | Level crossing house | 03420 | 02 |
| 2845 | 3036 | Station building | 04301 | 01 |
| 2845 | 3037 | Engine shed | 04301 | 06 |
| 2845 | 3037 | Platform | 04301 | 02 |
| 2845 | 3037 | Turntable | 04301 | 08 |
| 2845 | 3037 | Water pump (wind) | 04301 | 07b |
| 2845 | 3037 | Water tank | 04301 | 07a |
| 2845 | 3172 | Hardstand | 03420 | 03 |
| 2845 | 3172 | Level crossing | 03420 | 01 |
| 2846 | 3035 | Goods beach | 04301 | 04 |
| 2846 | 3036 | Goods office/ weighbridge | 04301 | 03b |
| 2846 | 3036 | Goods shed | 04301 | 03a |
| 2847 | 3034 | Level crossing | 04213 | 01 |
| 2847 | 3034 | Level crossing house | 04213 | 02 |
| 2847 | 3034 | Signal box | 04301 | 11 |
| 2847 | 3035 | Coal shed | 04301 | 05 |
| 2847 | 3169 | Bridge (rail/road) | 03419 | |
| 2851 | 3166 | Hardstand | 03418 | 03 |
| 2851 | 3166 | Level crossing | 03418 | 01 |
| 2851 | 3166 | Level crossing house | 03418 | 02 |
| 2853 | 3030 | Level crossing | 04212 | |
| 2853 | 3164 | Level crossing | 03417 | |
| 2855 | 3162 | Bridge (rail/road) | 03416 | |
| 2856 | 3031 | Bridge (rail/road) | 04211 | |
| 2856 | 3161 | Level crossing | 03415 | |
| 2859 | 3160 | Bridge (road/rail) | 03414 | |
| 2860 | 3031 | Bridge (road/rail) | 04210 | |
| 2860 | 3158 | Bridge (rail/road) | 03413 | |
| 2862 | 3157 | Bridge (rail/road) | 03412 | |
| 2863 | 3032 | Level crossing | 04209 | |
| 2864 | 3156 | Level crossing | 03411 | |
| 2865 | 3032 | Bridge (rail/river) | 04208 | |
| 2866 | 3032 | Level crossing | 04207 | 01 |
| 2866 | 3032 | Level crossing house | 04207 | 02 |
| 2866 | 3154 | Hardstand | 03410 | 03 |
| 2866 | 3154 | Level crossing | 03410 | 01 |
| 2866 | 3154 | Level crossing | 03410 | 02 |
| | | house | | |
| 2868 | 3152 | Bridge (rail/road) | 03409 | |
| 2869 | 3150 | Level crossing | 03408 | |
| 2870 | 3034 | Level crossing house | 04206 | 02 |
| 2870 | 3147 | Bridge (road/rail) | 03407 | |
| 2871 | 3034 | Level crossing | 04206 | 01 |
| 2872 | 3141 | Bridge (rail/road) | 03406 | |
| 2873 | 3138 | Level crossing | 03405 | |
| 2875 | 3035 | Bridge (rail/road) | 04205 | |
| 2875 | 3135 | Level crossing | 03404 | |
| 2878 | 3130 | Level crossing | 03403 | |
| 2881 | 3038 | Level crossing | 04204 | |
| 2881 | 3128 | Bridge (road/rail) | 03402 | |
| 2882 | 3127 | Platform | 03401 | 02a |
| 2882 | 3127 | Platform | 03401 | 02b |
| 2882 | 3127 | Signal box | 03401 | 03 |
| 2882 | 3127 | Waiting shelter | 03401 | 05 |
| 2883 | 3127 | Entrance (station) | 03401 | 08 |
| 2883 | 3127 | Goods beach | 03401 | 06 |
| 2883 | 3127 | Signal box | 03401 | 04 |
| 2883 | 3127 | Station building | 03401 | 01 |

## 3. INDEX BY NATIONAL GRID

| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 2883 | 3127 | Telegraph pole | 03401 | 07 |
| 2884 | 3126 | Bridge (rail/road) | 03317 | |
| 2884 | 3126 | Station house | 03401 | 09 |
| 2886 | 3038 | Level crossing | 04203 | |
| 2891 | 3037 | Bridge (road/rail) | 04202 | |
| 2892 | 3038 | Platform | 04201 | 02 |
| 2892 | 3038 | Station building | 04201 | 01 |
| 2892 | 3038 | Station house | 04201 | 03 |
| 2893 | 3114 | Level crossing | 03316 | |
| 2895 | 3112 | Bridge (rail/road) | 03315 | |
| 2896 | 3040 | Level crossing | 04127 | |
| 2898 | 3040 | Level crossing | 04126 | |
| 2898 | 3107 | Level crossing | 03314 | |
| 2899 | 3041 | Bridge (road/rail) | 04125 | |
| 2899 | 3106 | Level crossing | 03313 | |
| 2901 | 3041 | Bridge (rail/river) | 04124 | |
| 2901 | 3103 | Level crossing | 03312 | |
| 2902 | 3042 | Bridge (rail/road) | 04123 | |
| 2904 | 3043 | Level crossing | 04121 | |
| 2904 | 3043 | Level crossing | 04122 | |
| 2904 | 3099 | Bridge (rail/road) | 03311 | |
| 2905 | 3044 | Level crossing | 04120 | |

| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 2907 | 3046 | Level crossing | 04119 | |
| 2907 | 3095 | Platform | 03310 | 03 |
| 2907 | 3096 | Level crossing | 03310 | 01 |
| 2907 | 3096 | Level crossing house | 03310 | 02 |
| 2908 | 3047 | Bridge (rail/road) | 04118 | |
| 2912 | 3050 | Bridge (rail/road) | 04117 | |
| 2912 | 3092 | Level crossing | 03309 | |
| 2914 | 3054 | Level crossing | 04116 | |
| 2915 | 3056 | Bridge (road/rail) | 04115 | |
| 2915 | 3057 | Level crossing | 04114 | |
| 2915 | 3088 | Bridge (rail/road) | 03308 | |
| 2916 | 3058 | Level crossing | 04113 | |
| 2916 | 3060 | Level crossing | 04112 | |
| 2917 | 3085 | Level crossing | 03307 | |
| 2918 | 3062 | Level crossing | 04111 | 01 |
| 2918 | 3062 | Level crossing house | 04111 | 02 |
| 2918 | 3063 | Level crossing | 04110 | |
| 2918 | 3084 | Level crossing | 03306 | |
| 2919 | 3064 | Level crossing | 04109 | |
| 2919 | 3066 | Level crossing | 04108 | |

| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 2920 | 3067 | Bridge (rail/road) | 04107 | |
| 2921 | 3081 | Bridge (rail/river) | 03305 | |
| 2923 | 3068 | Bridge (road/rail) | 04106 | |
| 2923 | 3079 | Hardstand | 03304 | 03 |
| 2923 | 3079 | Level crossing | 03304 | 01 |
| 2923 | 3079 | Level crossing house | 03304 | 02 |
| 2926 | 3069 | Bridge (rail/river) | 04105 | |
| 2929 | 3071 | Level crossing | 04104 | |
| 2932 | 3071 | Junction | 03303 | 01 |
| 2932 | 3071 | Junction | 04103 | |
| 2932 | 3071 | Signal box | 03303 | 02 |
| 2933 | 3070 | Railway-related house | 03301 | 09 |
| 2933 | 3071 | Bridge (rail/road) | 03302 | |
| 2933 | 3071 | Bridge (rail/road) | 04102 | |
| 2934 | 3069 | Platform | 03301 | 02b |
| 2934 | 3070 | Bridge (foot/rail) | 03301 | 02c |
| 2934 | 3070 | Canopy shelter | 03301 | 03 |
| 2934 | 3070 | Goods beach | 03301 | 05 |
| 2934 | 3070 | Goods shed | 03301 | 04 |
| 2934 | 3070 | Platform | 03301 | 02a |
| 2934 | 3070 | Signal box | 03301 | 06 |

## 3. INDEX BY NATIONAL GRID

| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 2934 | 3070 | Station | 04101 | |
| 2934 | 3070 | Station building | 03301 | 01a |
| 2934 | 3070 | Station house | 03301 | 01b |
| 2934 | 3070 | Water tank | 03301 | 07 |
| 2935 | 3069 | Level crossing | 03227 | |
| 2935 | 3069 | Signal box | 03301 | 10 |
| 2935 | 3069 | Turntable | 03301 | 08 |
| 2937 | 3067 | Siding | 03226 | |
| 2938 | 3067 | Level crossing | 03225 | |
| 2952 | 3057 | Level crossing | 03224 | |
| 2955 | 3057 | Bridge (road/rail) | 03223 | |
| 2959 | 3058 | Level crossing | 03222 | |
| 2961 | 3058 | Level crossing | 03221 | |
| 2963 | 2906 | Engine shed | 02201 | 06 |
| 2963 | 2906 | Entrance (station) | 02201 | 12 |
| 2963 | 2906 | Goods beach | 02201 | 04 |
| 2963 | 2906 | Grain dryer/ silo | 02201 | 14 |
| 2963 | 2906 | Platform | 02201 | 02 |
| 2963 | 2906 | Station building | 02201 | 01 |
| 2963 | 2906 | Station house | 02201 | 11 |
| 2963 | 2906 | Turntable | 02201 | 07 |
| 2963 | 2906 | Water tank | 02201 | 08 |

| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 2964 | 2906 | Goods office/ weighbridge | 02201 | 03b |
| 2964 | 2907 | Cattle beach | 02201 | 05 |
| 2964 | 2907 | Entrance (livestock) | 02201 | 13 |
| 2964 | 2907 | Goods shed | 02201 | 03a |
| 2965 | 2907 | Signal box | 02201 | 10 |
| 2965 | 2907 | Water pump (wind) | 02201 | 09 |
| 2965 | 3059 | Level crossing | 03220 | |
| 2969 | 2909 | Level crossing | 02126 | |
| 2969 | 3059 | Level crossing | 03219 | |
| 2973 | 2909 | Bridge (rail/river) | 02125 | |
| 2973 | 2909 | Level crossing | 02124 | |
| 2976 | 3060 | Level crossing | 03218 | |
| 2977 | 2908 | Level crossing | 02123 | |
| 2979 | 2908 | Level crossing | 02122 | |
| 2981 | 3061 | Bridge (road/rail) | 03217 | |
| 2981 | 3061 | Platform | 03216 | |
| 2984 | 2908 | Level crossing | 02121 | |
| 2987 | 3061 | Bridge (road/rail) | 03215 | |
| 2990 | 2908 | Level crossing | 02120 | |
| 2990 | 3061 | Hardstand | 03214 | 03 |

| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 2990 | 3061 | Level crossing | 03214 | 01 |
| 2990 | 3061 | Level crossing house | 03214 | 02 |
| 2992 | 2908 | Level crossing | 02119 | |
| 2993 | 3060 | Level crossing | 03213 | |
| 2995 | 2909 | Level crossing | 02118 | |
| 2997 | 2909 | Level crossing | 02117 | |
| 2998 | 3060 | Level crossing | 03212 | |
| 3000 | 2909 | Level crossing | 02116 | |
| 3001 | 3059 | Level crossing | 03211 | |
| 3003 | 2909 | Level crossing | 02115 | |
| 3004 | 2909 | Level crossing | 02114 | |
| 3005 | 3057 | Bridge (rail/road) | 03210 | |
| 3007 | 2909 | Level crossing | 02113 | |
| 3008 | 3057 | Bridge (rail/road) | 03209 | |
| 3012 | 2909 | Level crossing | 02112 | |
| 3012 | 3057 | Level crossing | 03208 | |
| 3015 | 2909 | Level crossing | 02111 | |
| 3016 | 3058 | Level crossing | 03207 | |
| 3018 | 2908 | Level crossing | 02110 | |
| 3019 | 2908 | Level crossing | 02109 | |
| 3019 | 3059 | Bridge (road/rail) | 03206 | |

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| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 3022 | 2908 | Level crossing | 02108 | |
| 3023 | 3060 | Level crossing | 03205 | |
| 3024 | 2908 | Level crossing | 02107 | |
| 3027 | 2908 | Level crossing | 02106 | |
| 3028 | 3061 | Bridge (rail/river) | 03204 | |
| 3030 | 2907 | Bridge (rail/road) | 02105 | |
| 3032 | 2906 | Bridge (road/rail) | 02104 | |
| 3032 | 3062 | Level crossing | 03203 | |
| 3033 | 2906 | Level crossing | 02103 | |
| 3036 | 2904 | Bridge (rail/road) | 02102 | |
| 3036 | 3063 | Signal box | 03202 | 02 |
| 3037 | 2904 | Turntable | 02101 | 07 |
| 3038 | 2902 | Railway-related house | 02101 | 09 |
| 3038 | 2903 | Bridge (foot/rail) | 02101 | 02c |
| 3038 | 2903 | Platform | 02101 | 02a |
| 3038 | 2903 | Platform | 02101 | 02b |
| 3038 | 2903 | Signal box | 02101 | 04 |
| 3038 | 2903 | Signal box | 02101 | 05 |
| 3038 | 2903 | Station | 01201 | |
| 3038 | 2903 | Station building | 02101 | 01 |
| 3038 | 2903 | Waiting shelter | 02101 | 03 |
| 3038 | 2904 | Water tank | 02101 | 06 |
| 3038 | 3063 | Junction | 03202 | 01 |
| 3039 | 2902 | Station house | 02101 | 08 |
| 3039 | 2958 | Platform | 01301 | 03a |
| 3039 | 2959 | Bridge (foot/rail) | 01301 | 03c |
| 3039 | 2959 | Goods shed | 01301 | 05 |
| 3039 | 2959 | Platform | 01301 | 03b |
| 3039 | 2959 | Signal box | 01301 | 06 |
| 3039 | 2959 | Station building; Station house | 01301 | 01 |
| 3039 | 2959 | Toilets | 01301 | 02 |
| 3039 | 2959 | Waiting shelter | 01301 | 04 |
| 3040 | 3062 | Railway village | 01403 | |
| 3040 | 3063 | Bridge (road/rail) | 03109 | |
| 3040 | 3063 | Railway-related building | 03201 | 03 |
| 3040 | 3065 | Station building | 03201 | 01 |
| 3041 | 3064 | Entrance (station) | 03201 | 04 |
| 3041 | 3064 | Level crossing (rail-rail) | 03108 | 01 |
| 3041 | 3064 | Signal box | 03108 | 02 |
| 3041 | 3065 | Platform | 01401 | 02b |
| 3041 | 3065 | Platform | 03201 | 02 |
| 3041 | 3065 | Water tank | 01401 | 04 |
| 3041 | 3066 | Goods shed | 01401 | 03 |
| 3041 | 3066 | Platform | 01401 | 02a |
| 3041 | 3066 | Station house | 01401 | 01 |
| 3041 | 3067 | Bridge (foot/rail) | 01401 | 06 |
| 3041 | 3067 | Signal box | 01401 | 05 |
| 3044 | 3064 | Engine works | 01402 | |
| 3045 | 3064 | Signal box | 03106 | 02 |
| 3045 | 3065 | Bridge (road/rail) | 03107 | |
| 3046 | 3065 | Junction | 03106 | 01 |
| 3047 | 3065 | Bridge (foot/rail) | 03105 | 02 |
| 3047 | 3065 | Level crossing | 03105 | 01 |
| 3047 | 3065 | Siding | 03104 | |
| 3054 | 3080 | Bridge (rail/river) | 08203 | |
| 3055 | 3078 | Level crossing | 08202 | |
| 3056 | 3070 | Bridge (road/rail) | 03103 | |
| 3056 | 3070 | Signal box | 03102 | 08 |
| 3057 | 3071 | Engine shed | 03102 | 07 |
| 3057 | 3072 | Engine shed | 03102 | 06 |
| 3057 | 3072 | Platform | 03102 | 05 |
| 3057 | 3072 | Saw mill | 03102 | 04 |
| 3057 | 3073 | Goods shed | 03102 | 03 |
| 3057 | 3074 | Engine works | 03102 | 01 |
| 3057 | 3074 | Water tank | 03102 | 02 |
| 3057 | 3075 | Bridge (foot/rail) | 08104 | 02 |

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| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 3057 | 3075 | Level crossing | 08104 | 01 |
| 3057 | 3075 | Signal box | 08201 | 05 |
| 3057 | 3075 | Station building | 08201 | 01 |
| 3057 | 3075 | Station house | 08201 | 04 |
| 3057 | 3076 | Platform | 08201 | 02a |
| 3057 | 3076 | Platform canopy | 08201 | 02b |
| 3057 | 3076 | Siding | 08103 | |
| 3057 | 3076 | Toilets | 08201 | 03 |
| 3058 | 3074 | Bridge (road/rail) | 08102 | |
| 3058 | 3074 | Junction | 03101 | |
| 3058 | 3074 | Junction | 08101 | |
| 3059 | 2879 | Goods shed | 01101 | 05 |
| 3059 | 2880 | Bridge (foot/rail) | 01101 | 02c |
| 3059 | 2880 | Platform | 01101 | 02a |
| 3059 | 2880 | Platform | 01101 | 02b |
| 3059 | 2880 | Station building | 01101 | 01 |
| 3059 | 2880 | Station house | 01101 | 04 |
| 3059 | 2880 | Waiting shelter | 01101 | 03 |
| 3060 | 2879 | Railway-related building | 01101 | 06 |
| 3060 | 2879 | Signal box | 01101 | 07 |
| 3062 | 3084 | Level crossing | 08204 | |
| 3062 | 3120 | Platform | 01501 | 02 |

| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 3062 | 3120 | Signal box | 01501 | 03 |
| 3062 | 3121 | Goods beach | 01501 | 04 |
| 3063 | 3084 | Bridge (rail/river) | 08205 | |
| 3063 | 3120 | Station building; Station house | 01501 | 01 |
| 3063 | 3121 | Level crossing | 01501 | 05 |
| 3065 | 3084 | Level crossing | 08206 | 01 |
| 3065 | 3084 | Level crossing house | 08206 | 02 |
| 3071 | 3084 | Bridge (rail/river) | 08207 | |
| 3077 | 2735 | Bridge (road/rail) | 11111 | 01 |
| 3077 | 2735 | Bridge (road/rail) | 11111 | 02 |
| 3079 | 3083 | Bridge (rail/river) | 08208 | |
| 3083 | 2740 | Bridge (rail/road) | 11110 | |
| 3085 | 3083 | Level crossing | 08209 | |
| 3086 | 2741 | Bridge (rail/road) | 11109 | |
| 3086 | 3083 | Level crossing | 08210 | |
| 3087 | 3083 | Level crossing | 08211 | |
| 3088 | 2741 | Bridge (rail/road) | 11108 | |
| 3088 | 3083 | Hardstand | 08212 | 02 |
| 3088 | 3083 | Level crossing | 08212 | 01 |
| 3089 | 3083 | Bridge (road/rail) | 08213 | |
| 3090 | 2742 | Bridge (rail/road) | 11107 | |

| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 3091 | 2742 | Bridge (rail/road) | 11106 | |
| 3091 | 3084 | Level crossing | 08214 | |
| 3092 | 3084 | Level crossing | 08215 | |
| 3093 | 2744 | Bridge (rail/road) | 11105 | |
| 3093 | 3084 | Level crossing | 08216 | |
| 3095 | 2745 | Bridge (rail/road) | 11104 | |
| 3095 | 3084 | Level crossing | 08217 | |
| 3096 | 2746 | Signal box | 11103 | |
| 3097 | 2762 | Junction | 10101 | |
| 3099 | 2747 | Bridge (rail/road) | 11102 | |
| 3100 | 3085 | Bridge (rail/road) | 08218 | |
| 3101 | 2748 | Junction | 11101 | |
| 3104 | 2764 | Level crossing | 10102 | |
| 3104 | 3084 | Level crossing | 08219 | |
| 3105 | 3084 | Platform | 08301 | 02 |
| 3105 | 3084 | Station building; Station house | 08301 | 01 |
| 3109 | 2764 | Level crossing | 10103 | |
| 3110 | 2759 | Platform | 10105 | |
| 3110 | 3082 | Level crossing | 08302 | 01 |
| 3110 | 3083 | Level crossing house | 08302 | 02 |

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| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 3113 | 2762 | Level crossing | 10104 | |
| 3114 | 3081 | Bridge (rail/river) | 08303 | |
| 3117 | 3194 | Bridge (rail/river) | 09316 | |
| 3118 | 3193 | Bridge (rail/river) | 09315 | |
| 3119 | 3078 | Bridge (rail/road) | 08304 | |
| 3121 | 3191 | Bridge (road/rail) | 09314 | |
| 3122 | 3077 | Bridge (rail/road) | 08305 | |
| 3126 | 3188 | Bridge (road/rail) | 09313 | |
| 3127 | 3075 | Level crossing | 08306 | |
| 3128 | 3186 | Level crossing | 09311 | |
| 3128 | 3186 | Level crossing | 09312 | |
| 3129 | 3184 | Level crossing | 09310 | |
| 3130 | 3184 | Bridge (rail/road) | 09309 | |
| 3131 | 3073 | Hardstand | 08307 | 03 |
| 3131 | 3073 | Level crossing | 08307 | 01 |
| 3131 | 3073 | Level crossing house | 08307 | 02 |
| 3132 | 3181 | Level crossing | 09308 | |
| 3133 | 3179 | Level crossing | 09307 | 01 |
| 3133 | 3179 | Level crossing house | 09307 | 02 |
| 3134 | 3178 | Level crossing | 09306 | |
| 3136 | 3072 | Bridge (road/rail) | 08308 | 01 |
| 3136 | 3175 | Level crossing | 09305 | |
| 3137 | 3072 | Water tank | 08308 | 02 |
| 3137 | 3172 | Level crossing | 09303 | |
| 3137 | 3173 | Level crossing | 09304 | |
| 3139 | 3170 | Level crossing | 09302 | |
| 3140 | 3168 | Level crossing | 09250 | 01 |
| 3140 | 3168 | Level crossing house | 09250 | 02 |
| 3140 | 3169 | Platform | 09301 | 02 |
| 3140 | 3169 | Station building | 09301 | 01 |
| 3141 | 3071 | Level crossing | 08309 | 01 |
| 3141 | 3071 | Level crossing house | 08309 | 02 |
| 3142 | 3167 | Bridge (rail/road) | 09249 | |
| 3144 | 3070 | Level crossing | 08310 | |
| 3144 | 3163 | Level crossing | 09247 | 01 |
| 3144 | 3164 | Level crossing house | 09247 | 02 |
| 3144 | 3165 | Level crossing | 09248 | |
| 3145 | 3161 | Level crossing | 09246 | |
| 3146 | 3159 | Level crossing | 09245 | |
| 3147 | 3157 | Bridge (rail/river) | 09244 | |
| 3148 | 3069 | Level crossing | 08311 | 01 |
| 3148 | 3069 | Level crossing | 08311 | 02 |
| | | house | | |
| 3148 | 3156 | Level crossing | 09243 | |
| 3149 | 3155 | Bridge (rail/river) | 09241 | |
| 3149 | 3155 | Bridge (rail/river) | 09242 | |
| 3151 | 3068 | Bridge (rail/road) | 08312 | |
| 3153 | 3068 | Hardstand | 08314 | 02 |
| 3153 | 3068 | Level crossing | 08313 | |
| 3153 | 3153 | Level crossing | 09240 | |
| 3154 | 3068 | Level crossing | 08314 | 01 |
| 3154 | 3152 | Bridge (rail/river) | 09238 | |
| 3154 | 3152 | Level crossing | 09239 | |
| 3155 | 3151 | Bridge (rail/river) | 09236 | |
| 3155 | 3152 | Bridge (rail/river) | 09237 | |
| 3156 | 3150 | Hardstand | 09235 | 03 |
| 3156 | 3150 | Level crossing | 09235 | 01 |
| 3156 | 3150 | Level crossing house | 09235 | 02 |
| 3158 | 3149 | Level crossing | 09234 | |
| 3160 | 3068 | Level crossing | 08315 | |
| 3162 | 3068 | Bridge (road/rail) | 08316 | |
| 3162 | 3147 | Level crossing | 09233 | |
| 3165 | 3068 | Bridge (rail/river) | 08317 | |

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| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 3165 | 3145 | Level crossing | 09232 | |
| 3166 | 3145 | Level crossing | 09231 | |
| 3167 | 3068 | Siding | 08318 | |
| 3167 | 3145 | Level crossing | 09230 | |
| 3168 | 3068 | Bridge (rail/road) | 08319 | |
| 3168 | 3145 | Bridge (rail/river) | 09229 | |
| 3169 | 3068 | Level crossing | 08320 | |
| 3169 | 3144 | Level crossing | 09228 | |
| 3170 | 3143 | Level crossing | 09227 | |
| 3172 | 3142 | Level crossing | 09226 | |
| 3173 | 3141 | Bridge (rail/river) | 09225 | |
| 3173 | 3141 | Level crossing | 09223 | |
| 3173 | 3141 | Level crossing | 09224 | |
| 3174 | 3140 | Level crossing | 09222 | |
| 3175 | 3068 | Level crossing | 08321 | |
| 3175 | 3140 | Level crossing | 09221 | |
| 3176 | 3139 | Level crossing | 09219 | |
| 3176 | 3139 | Level crossing | 09220 | |
| 3177 | 3138 | Level crossing | 09218 | |
| 3178 | 3068 | Level crossing | 08322 | |
| 3178 | 3138 | Bridge (rail/river) | 09217 | |

| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 3179 | 3136 | Level crossing | 09215 | |
| 3179 | 3137 | Level crossing | 09216 | |
| 3180 | 3135 | Bridge (rail/river) | 09213 | |
| 3180 | 3136 | Level crossing | 09214 | |
| 3181 | 3135 | Level crossing | 09212 | |
| 3182 | 3068 | Level crossing | 08323 | |
| 3182 | 3133 | Level crossing | 09211 | |
| 3183 | 3129 | Level crossing | 09209 | |
| 3183 | 3130 | Bridge (rail/river) | 09210 | |
| 3184 | 3069 | Bridge (road/rail) | 08324 | |
| 3184 | 3128 | Bridge (rail/river) | 09207 | |
| 3184 | 3129 | Bridge (rail/river) | 09208 | |
| 3185 | 3069 | Platform | 08401 | 02 |
| 3185 | 3069 | Station building; Station house | 08401 | 01 |
| 3185 | 3125 | Bridge (rail/river) | 09206 | |
| 3186 | 3123 | Level crossing | 09205 | |
| 3187 | 3119 | Bridge (road/rail) | 09204 | |
| 3188 | 3117 | Level crossing | 09202 | |
| 3188 | 3118 | Bridge (foot/rail) | 09203 | 02 |
| 3188 | 3118 | Level crossing | 09203 | 01 |
| 3188 | 3118 | Level crossing | 09203 | 03 |

| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| | | house | | |
| 3189 | 3071 | Level crossing | 08402 | |
| 3189 | 3116 | Platform | 09201 | 02 |
| 3189 | 3116 | Station building; Station house | 09201 | 01 |
| 3190 | 3072 | Level crossing | 08403 | |
| 3190 | 3116 | Bridge (rail/river) | 09109 | |
| 3191 | 3116 | Level crossing | 09108 | 01 |
| 3191 | 3116 | Level crossing house | 09108 | 02 |
| 3193 | 3075 | Level crossing | 08404 | |
| 3194 | 3075 | Bridge (rail/road) | 08405 | |
| 3195 | 3077 | Bridge (rail/road) | 08406 | |
| 3197 | 3079 | Bridge (road/rail) | 08407 | |
| 3197 | 3113 | Hardstand | 09107 | 03 |
| 3197 | 3113 | Level crossing | 09107 | 01 |
| 3197 | 3113 | Level crossing house | 09107 | 02 |
| 3200 | 3086 | Bridge (road/rail) | 08408 | |
| 3201 | 3090 | Bridge (road/rail) | 08410 | |
| 3202 | 3090 | Hardstand | 08409 | 01 |
| 3202 | 3090 | Railway-related house | 08409 | 02 |
| 3202 | 3110 | Level crossing | 09106 | |

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| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 3203 | 3094 | Bridge (rail/road) | 08411 | |
| 3203 | 3097 | Level crossing | 08412 | |
| 3204 | 3109 | Bridge (rail/river) | 09105 | |
| 3206 | 3107 | Level crossing | 09104 | |
| 3207 | 3102 | Bridge (rail/road) | 08413 | |
| 3208 | 3105 | Level crossing | 09103 | |
| 3209 | 3103 | Bridge (rail/road) | 08414 | |
| 3209 | 3104 | Level crossing | 09102 | |
| 3211 | 3103 | Bridge (rail/road) | 08416 | |
| 3211 | 3103 | Junction | 08415 | |
| 3211 | 3103 | Junction | 09101 | |
| 3215 | 3102 | Bridge (road/river) | 08417 | 02 |
| 3215 | 3102 | Level crossing | 08417 | 01 |
| 3217 | 3102 | Bridge (rail/river) | 08418 | |
| 3221 | 3107 | Signal box | 08501 | 13 |
| 3221 | 3108 | Turntable | 08501 | 12 |
| 3222 | 3108 | Engine shed | 08501 | 06 |
| 3223 | 3108 | Accumulator tower | 08501 | 08 |
| 3223 | 3108 | Boiler house | 08501 | 10a |
| 3223 | 3108 | Chimney | 08501 | 10b |
| 3223 | 3108 | Gas holder | 08501 | 07b |

| EAST | NORTH | Type | Site number | |
|---|---|---|---|---|
| 3223 | 3109 | Cattle pens | 08501 | 04 |
| 3223 | 3109 | Gas house | 08501 | 07a |
| 3223 | 3109 | Goods shed | 08501 | 05 |
| 3223 | 3109 | Stable; Store | 08501 | 11 |
| 3223 | 3109 | Water tank | 08501 | 09 |
| 3223 | 3110 | Hotel | 08501 | 03 |
| 3223 | 3110 | Station building | 08501 | 01 |
| 3223 | 3110 | Station office | 08501 | 02 |
| 3225 | 3107 | Railway village | 08502 | |

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| COUNTY | Site numbers |
|---|---|
| Louth | 01101 - 01501 |
| | 02101 - 02201 |
| | 03101 - 03224 |
| | 04119 - 04123 |
| | 08101 - 08502 |
| | 09101 - 09316 |
| | 10101 - 10105 |
| | 11101 - 11111 |
| **Monaghan** | 03225 - 03908 |
| | 04101 – 04118; 04123 - 04301 |
| | 05101 - 05301 |
| | 06101 - 06219 |
| | 07101 - 07520 |

| Database reference | Name | Type | County | SIte number | |
|---|---|---|---|---|---|
| MOIAR-029-003 | Inishkeen Mills Siding | Siding | Monaghan | 03226 | |
| NIAH 13706001 | Quay Street Station | Station building | Louth | 08201 | 01 |
| NIAH 13707053 | Dundalk Junction Station | Railway-related building | Louth | 03201 | 03 |
| NIAH 13823060 | Ardee Station | Station building | Louth | 02201 | 01 |
| NIAH 13823060 | Ardee Station | Station house | Louth | 02201 | 11 |
| NIAH 13825001 | | Bridge (road/rail) | Louth | 09204 | |
| NIAH 13825042 | Carlingford Station | Station building; Station house | Louth | 09201 | 01 |
| NIAH 13830005 | Dunleer Station | Station building | Louth | 01101 | 01 |
| NIAH 13830006 | Dunleer Station | Goods shed | Louth | 01101 | 05 |
| NIAH 13831001-13831037 | Greenore | Railway village | Louth | 08502 | |
| NIAH 13831025 | Greenore Station | Accumulator tower | Louth | 08501 | 08 |
| NIAH 13831026 | Greenore Station | Hotel | Louth | 08501 | 03 |
| NIAH 13900608 | Killycroney Bridge | Bridge (road/rail) | Louth | 03217 | |
| NIAH 13900611 | Tullagee Bridge | Bridge (road/rail) | Louth | 03223 | |
| NIAH 13900806 | | Bridge (rail/road) | Louth | 08312 | |

## 5. INDEX BY OTHER DATABASES

| STATUTORY PROTECTION | Name | Type | Site number | |
|---|---|---|---|---|
| Louth RPS Lhs 009-001 | Greenore Station | Accumulator tower | 08501 | 08 |
| Louth RPS Lhs 017-039 | Ardee Station | Station building | 02201 | 01 |
| Louth RPS Lhs 017-040 | Ardee Station | Station house | 02201 | 11 |
| Louth RPS Lhs 017-041 | Ardee Station | Engine shed | 02201 | 06 |
| Louth RPS Lhs 018-013 | Dunleer Station | Station building | 01101 | 01 |
| | | Goods shed | 01101 | 05 |
| Louth RPS Lhs 09-002 to -031 | Greenore | Railway village | 08502 | |
| Monaghan RPS 41400707 | Glaslough Station | Station building | 07201 | 01 |
| Monaghan RPS 41400732 | Glaslough Station | Entrance (station) | 07201 | 09 |
| Monaghan RPS 41401209 | | Bridge (rail/road) | 07403 | |
| Monaghan RPS 41402911 | Inniskeen Station | Station building | 03301 | 01a |
| | | Station house | 03301 | 01b |
| Monaghan RPS 4401205 | Smithborough Station | Station building | 07401 | 01 |
| | | Goods shed | 07401 | 04 |
| Monaghan RPS Local 50 | | Bridge (rail/river) | 03604 | |
| Monaghan RPS Local 51 | | Water tank | 03603 | |
| Monaghan RPS Local 56 | | Bridge (rail/road) | 03302 | |
| | | Bridge (rail/road) | 04102 | |
| Monaghan RPS Local 58 | | Bridge (rail/river) | 03816 | |
| Monaghan RPS Local 59 | Ballynure Tunnel | Tunnel | 03815 | |