

Architectural Heritage Designations within the Rail Corridor*

Feature	Corresponding Engineering Element	NIAH	RPS	Industrial Heritage Survey	Description/ Link
Hazelhatch					
Possible Quarry <i>[approx. 150 m to NW]</i>	Hazelhatch			✓	Kildare Industrial Heritage Survey: 011-023 Possible Quarry in Dangan Townland. Depicted on OS 25" 1908-10 map as irregular peanut shaped hachure-defined area. No text label, but depiction denotes a pit, so probably disused quarry or gravel pit. Possibly late 19th century in date, as does not appear on 1837 or 1870 6" maps.
Possible Quarry <i>[Field on N side of rail line and bounded by the R405 and the residential development]</i>	Hazelhatch			✓	Kildare Industrial Heritage Survey: 011-039 Possible Quarry in Commons Lower Townland. May have been associated to the construction of the railway line. OS 2 nd Edition: Sub-oval area, defined by hachures and an irregular shaped pool, immediately to N of railway line, on the county border.
Hazelhatch to Heuston					
Bridge <i>[Original replaced during KRP Phase 1]</i>	OBC25 Hazelhatch R.406	✓			NIAH Reg No: 11207002 Single-arch stone road bridge over railway, c.1840. https://www.buildingsofireland.ie/buildings-search/building/11207002/hazelhatch-and-celbridge-station-south-dublin-county
Footbridge	OBC24 Hazelhatch Footbridge - Protected	✓			NIAH Reg No: 11207010 Single-span footbridge over railway tracks, c.1890. <i>[Note: goes over both tracks]</i>

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					https://www.buildingsofireland.ie/buildings-search/building/11207010/hazelhatch-and-celbridge-station-south-dublin-county
Railway Station		✓	✓		<p>NIAH Reg No: 11207011</p> <p>Railway station 1840-1860. Detached three-bay single-storey with attic former station building, c.1850, with two-storey rear projection having canted bay window. Now disused.</p> <p>https://www.buildingsofireland.ie/buildings-search/building/11207011/hazelhatch-and-celbridge-station-south-dublin-county</p> <p>SDCC RPS No. 150</p> <p>Detached Three-Bay Single-Storey Former Station Building.</p>
Footbridge	OBC24A Hazelhatch Footbridge	New	✓		<p>SDCC RPS No. 151</p> <p>Single-Span Iron Footbridge Over Railway <i>[Note: over the down/slow track only]</i></p>
Post Office <i>[No extant features – probably removed]</i>				✓	<p>Kildare Industrial Heritage Survey: 011-033</p> <p>Post office, Straleek Townland. Structure apparently gone, and not labelled as Post-Office by 1939, suggesting either moved elsewhere or closed, probably post-1920. OS 3rd Edition 1907 – 1913-17: Small rectangular structure, long axis NW-SE, fronting short access road along north-western side of GSW railway line. Set within yard extending to rear (NW) and side (SW). Marked as 'Hazelhatch Post Office' in ordinary font. Large number of photographs of Hazelhatch included in online catalogue of some of photographic holdings of National Library of Ireland:</p> <p>http://www.nli.ie/odea/Advancedresult.asp?County=Kildare</p>
Gate Piers		✓	✓		NIAH Reg No: 11207013

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<i>[Note: are just on 50m buffer of rail centreline]</i>					<p>Pair Of Cylindrical Rock Faced Granite Gate Piers. C.1847, built of rock-faced limestone with conical capstones. Replacement industrial gate leading to railway yard and goods shed.</p> <p>https://www.buildingsofireland.ie/buildings-search/building/11207013/hazelhatch-and-celbridge-station-south-dublin-county</p> <p>SDCC RPS No. 145</p> <p>Pair Of Cylindrical Rock Faced Granite Gate Piers.</p>
Bridge	OBC23b New Footbridge Straleek			✓	<p>Kildare Industrial Heritage Survey: 011-025</p> <p>Railway Bridge, Straleek Townland; associated with KDIAH- 011-024 (GSW railway)</p> <p>Included, although unnamed, as appears to represent considerable engineering work, as hachures on each side of roadway, on both sides of bridge, indicate embankment.</p>
Lime Kiln			✓	✓	<p>KCC RPS No. B11-12</p> <p>Lime kiln at Stacumny.</p> <p>Kildare Industrial Heritage Survey: 011-035</p> <p>Labelled 'L.K.' on OS 25" 1908-10 map. Depicted as small square structure with internal circle. Adjoining structures to southwest. Located immediately to northwest of railway line, at field boundary. Listed on the Record of Protected Structures as a 'Lime Kiln' in Stacumny. 19th century lime kiln, probably associated with house and estate of 'Stacumny'.</p>
Bridge	OBC21 Stacumny Bridge			✓	<p>Kildare Industrial Heritage Survey: 011-026</p>

Feature	Corresponding Engineering Element	NIAH	RPS	Industrial Heritage Survey	Description/ Link
					Stacumny Bridge, associated with: KDAH- 011-024 (GSW railway). Named on 1939 revision of 6" map, but not on 1907-09 edition. Probably erected c.1850s - coincident with construction of railway line. Unnamed bridge. Unusual shape, perhaps due to steep slope.
Water/Sewage Tank				✓	Kildare Industrial Heritage Survey: 011-027 Sewage/Water Tank. Included, although probably domestic water or sewage tank, as may be of some engineering interest. Not marked on 1907-9 edition of 6" map, hence possibly inserted in 30 year gap between 1909 and 1939.
Railway <i>[Note: Original replaced i.e. current line]</i>				✓	Kildare Industrial Heritage Survey: 011-024 GSW railway. Similar entry as that to the line in the Dublin Survey: Johnson (1997, 71) notes that the Dublin Heuston to Cork Kent Railway line, has a 5'3" gauge track. It was opened in 1846-47 and operated by the Great Southern & Western Railways (GS&WR). Still in operation. The Curragh Sidings were opened in 1856. 4 parallel lines, central rail corridor flanked by 2 further lines in Dangan townland, and again in Elmhall. Hachures along inner lines indicating embankment. 'Goods Sheds' text label on north-western side of line in small triangle of Straleek townland. Line passing NE-SW near Dublin/Kildare boundary. Marked 'Great Southern and Western Railway' in uppercase lettering.
	OBC20E Crowley's Bridge				
	OBC20D Adamstown Footbridge				
Bridge <i>[Original replaced during KRP Phase 1]</i>	OBC19 Road near Finnstown	✓			NIAH Reg No: 11204051 Single-arch road bridge over railway, c.1915. Three-centred arch with dressed voussoir stones. Coursed limestone parapets with granite coping at road level. Coursed limestone retaining walls either side of bridge.

Feature	Corresponding Engineering Element	NIAH	RPS	Industrial Heritage Survey	Description/ Link
					https://www.buildingsofireland.ie/buildings-search/building/11204051/r120-south-dublin-county
Bridge <i>[Original replaced during KRP Phase 1]</i>	OBC16A Adamstown Footbridge	✓			<p>NIAH Reg No: 11204059</p> <p>Single-arch road bridge over railway, c.1915. Three-centred arch with dressed voussoir stones. Coursed limestone parapets with granite coping at road level. Coursed limestone retaining walls either side of bridge. Long embankments to each approach to bridge with walls of limestone rubble having vertically set stone coping.</p> <p>https://www.buildingsofireland.ie/buildings-search/building/11204059/haydns-lane-south-dublin-county</p>
	OBC14C Kishoge				
	OBC14D Kishoge Station				
	OBC13D Clondalkin Station West Section				
	OBC13A Nangor Road bridge (new)				
	OBC13C Clondalkin Station East Section				
Bridge <i>[Original replaced during KRP Phase 1]</i>	OBC13 Ninth Lock	✓			<p>NIAH Reg No: 11205034</p> <p>Single arch road bridge over railway, c.1860. Three-centred arch with dressed voussoir stones. Coursed squared limestone parapets at road level, raised with coursed squared granite. Limestone rubble retaining walls either side of bridge.</p>

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					https://www.buildingsofireland.ie/buildings-search/building/11205034/lucan-newlands-road-south-dublin-county
Railway Station		✓			<p>NIAH Reg No: 11205037</p> <p>In use as a house. Detached three-bay single-storey with attic former station building, c.1850, on an L-plan, now in use as a private house. Rendered, ruled and lined walls with projecting base.</p> <p>https://www.buildingsofireland.ie/buildings-search/building/11205037/cloverhill-road-south-dublin-county</p>
Bridge	OBC11 Cloverhill Road	✓			<p>NIAH Reg No: 11205038</p> <p>Single-arch road bridge over railway, c.1860. Three-centred arch with dressed voussoir stones. Coursed squared limestone parapets at road level raised with coursed granite rubble. Limestone rubble retaining walls either side of bridge.</p> <p>https://www.buildingsofireland.ie/buildings-search/building/11205038/cloverhill-road-clondalkin-south-dublin-county</p>
	OBC10A M50 Motorway Bridge				
	Parkwest Station				
	OB9D Parkwest Station Building				
	OBC9C Parkwest Station Concourse				
Bridge <i>[Note: Original replaced]</i>	OBC9B Parkwest Avenue Road Bridge			✓	<p>DCC Industrial Heritage Record: Bridge</p> <p>Original replaced. Replaced with modern bridge and railway station c. 2008</p>

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Railway <i>[Note: Original replaced i.e. current line]</i>				✓	DCC Industrial Heritage Record: Great Southern Railways {Great Southern and Western Railways} Original replaced. This section of railway formed part of the 'Premier Line', the heart of the G.S. & W.R., linking Dublin with Cork and is still one of the most important routes in Ireland today. Though largely replaced, its continuation in use heightens its importance within the industrial and engineering heritage of Dublin and the country as a whole. Railway line built c. 1845 as part of GSWR which connected Dublin with, initially, Cork and then Limerick and Waterford. Line reached Cork in 1849 and terminated in Dublin at Kingsbridge (now Heuston) Station (DCIHR 18 10 007). Line now largely replaced but continues to be in use.
Bridge <i>[Note: no longer extant]</i>				✓	DCC Industrial Heritage Record: Bridge Unable to gain access to site but bridge appears to be no longer extant when looking eastwards from Park West Avenue
	OBC8B New Footbridge Cherry Orchard				
Bridge <i>[Note: Original replaced]</i>				✓	DCC Industrial Heritage Record: Bridge Original Replaced. Replaced by structure erected c. 2005.
Railway <i>[Note: Original replaced i.e. current line]</i>				✓	DCC Industrial Heritage Record: Great Southern Railways {Great Southern and Western Railways} [As above]
Bridge <i>[Substantial original remains]</i>	OBC7 Le Fanu Road Bridge			✓	DCC Industrial Heritage Record: Bridge

Feature	Corresponding Engineering Element	NIAH	RPS	Industrial Heritage Survey	Description/ Link
					Substantial remains. Built as part of the GSWR, which commenced operating in 1846, this bridge displays the high quality of design and skilfully executed stonework typical of a nineteenth-century railway engineering. The bridge continues to play an important role in the infrastructure of the Ballyfermot area. Road bridge built c. 1845, to carry Le Fanu Road/Killeen Road (formerly Ballyfermot Hill) over the GSWR. Humped deck with squared roughly coursed limestone parapet walls having dressed limestone coping; parapet walls have been heightened using concrete. No access to elevations but it is highly likely that these survive in their original state.
Bridge <i>[No info available on extent of remains if any]</i>				✓	DCC Industrial Heritage Record: Bridge Identified remains: Unknown. Date recorded: 08/13/2009. No other information available.
	Future Kylemore Station				
	OBC5A Kylemore Bridge Future Road				
	OBC5 Signal Bridge				
CIE Railway Estate Boundary Wall <i>[Inchicore Works]</i>		✓	✓		DCC RPS Ref. 8744, 3300, 3992 and 7476 NIAH Reg. No: 50080055 The entire circuit boundary wall of Inchicore works is afforded statutory protection under Ref: 8744. which reads 'CIE Railway Estate: boundary wall dating from the 1850's (including 20th century reconstructions but excluding modern additions)'. In addition, specific sections of the boundary wall of the Inchicore works are also protected under RPS Ref: 3300, RPS Ref: 3992 and RPS Ref: 7476. The boundary circuit has been surveyed by the NIAH who have assigned these a 'Regional' rating.

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Signal Box <i>[Inchicore Works]</i>		✓			NIAH Reg No: 50080417 Detached four-bay two-storey former signal box, built c.1850, no longer in use. Hipped roof, hidden behind stepped crenelated brown brick parapet with cut limestone copings, and cast-iron rainwater goods. https://www.buildingsofireland.ie/buildings-search/building/50080417/inchicore-railway-works-dublin-8-dublin-city
Locomotive Shed <i>[Inchicore Works]</i>		✓			NIAH Reg No: 50080418 This substantial running shed forms part of an important group of structures associated with the Great Southern & Western Railway Works at Inchicore. Essentially a functional structure, it was used to house locomotives, and remains in use as a wheel shop. https://www.buildingsofireland.ie/buildings-search/building/50080418/inchicore-railway-works-dublin-8-dublin-city
	OBC3 Khyber Pass				
	Existing attenuating facility to be relocated				
	UBC4 Sarsfield Road Underbridge				
Bridge <i>[Substantial remains] original</i>				✓	DCC Industrial Heritage Record: Bridge Substantial remains. Single-span masonry railway bridge, erected c. 1845 to carry GSWR over Sarsfield Road; extended to north in late twentieth-century and deck replaced with concrete and metal structure. Squared rock-faced limestone to east pier with random rubble to west pier; northern pier extensions

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					<p>are in random rubble. Random coursed stone to abutments to north and south of bridge and to retaining walls along road to south.</p> <p>This railway bridge displays a robustness in design typical of Victorian railway bridge engineering with the stonework to its piers imparting a sense of solidity to the structure, particularly the rock-faced stonework of the eastern pier. Together with the impressive retaining walls to its south, the bridge forms a noteworthy addition to the industrial and engineering heritage of Dublin city.</p>
Building			✓		<p>DCC RPS ID No: 8196</p> <p>Building: 12 Usher's Island, Dublin 8 <i>[use not specified in RPS]</i></p>
Railway <i>[Note: Original replaced i.e. current line]</i>				✓	<p>DCC Industrial Heritage Record: Great Southern Railways {Great Southern and Western Railways}</p> <p>[As above]</p>
	OBC3A Signal Box				
Railway <i>[Note: Original replaced i.e. current line]</i>				✓	<p>DCC Industrial Heritage Record: Great Southern Railways {Great Southern and Western Railways}</p> <p>[As above]</p>
Bridge <i>[Partial remains, largely replaced]</i>	OBC3 Memorial Road Bridge			✓	<p>DCC Industrial Heritage Record: Bridge</p> <p>Partial Remains. This modest bridge, originally an extension of the central axis through Memorial Gardens, is now separated from the park by Con Colbert Road. The bridge has been altered substantially but the curved wing walls to the south and remaining pier are an elegant addition to the streetscape of Inchicore Road. Single-span bridge, built c.1850. Bridge now largely replaced. Granite cornice of former bridge visible to east elevation. Flat deck with squared-and-snecked limestone parapet walls and granite coping topped with iron and mesh railings. Squared-and-snecked limestone wing walls with curved terminating wing wall with pier to southwest.</p>

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	OBC1B Signal Bridge				
	OBC1 South Circular Road				
	OB0A				
	UBC1a Staff UB				
Goods Shed (Granary) <i>[No longer extant]</i>				✓	DCC Industrial Heritage Record: Goods Shed {Granary} Survey Identified Remains: No. Current function: Car Park; Rail Line
Goods Shed (Depot) <i>[No longer extant]</i>				✓	DCC Industrial Heritage Record: Goods Shed {Goods Depot} Survey Identified Remains: No. Current function: Car Park; Rail Line
Irish Railway Records Society		✓			NIAH Reg No: 50080029 Current use as archives. This building originally formed a part of the complex of buildings at Heuston (formerly Kingsbridge) Station, the terminus of the Great Southern & Western Railway and later the Great Southern Railway. https://www.buildingsofireland.ie/buildings-search/building/50080029/irish-railway-records-society-heuston-station-dublin-8-dublin-city
Outbuilding <i>[Record no longer exists on the online database]</i>		✓			NIAH Reg No: 50080030 Outbuilding Heuston Station, 1860-1880. Note record no longer exists on Buildings of Ireland online database however is still mapped as part of the GIS file.
Quay/ wharf		✓			NIAH Reg No: 50080032

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					<p>Tooled cut granite quay wall, built c.1850, having rounded profile to top. Round arch to culvert to north elevation, dressed granite voussoirs. It is not marked on the first edition Ordnance Survey map, and appears to have been constructed contemporaneously with Heuston (formerly Kingsbridge) Station. The Camac River was culverted at this time and flows into the Liffey at this point.</p> <p>https://www.buildingsofireland.ie/buildings-search/building/50080032/heuston-station-heuston-station-off-st-johns-road-west-dublin-8-dublin-city</p>
Heuston Station Gate lodge/gates		✓			<p>NIAH Reg No: 50080034</p> <p>Freestanding gate lodge and gates to Heuston Station, built c.1850, comprising single-bay single-storey lodge flanked by vehicular and pedestrian entrances.</p> <p>https://www.buildingsofireland.ie/buildings-search/building/50080034/heuston-station-off-st-johns-road-west-dublin-8-dublin-city</p>
Train Shed		✓			<p>NIAH Reg No: 50080031</p> <p>Attached train shed, built 1846, adjoining rear (west) elevation of Heuston Station, having adjoining booking office and restaurant block to south, and four-bay single-storey extension with hipped roof to south elevation.</p> <p>https://www.buildingsofireland.ie/buildings-search/building/50080031/heuston-station-off-st-johns-road-west-dublin-8-dublin-city</p>
Railway Station [Heuston]		✓	✓	✓	<p>DCC Industrial Heritage Record: Railway Station - Kingsbridge Terminus {Great Southern & Western Railway}</p> <p>Appraisal of Condition: Substantial remains. Built as the terminus of the Great Southern and Western Railway, which opened in 1846 serving the south of the country, forms an imposing landmark at the western end of Dublin's quays. Designed by Sancton Wood, its granite façades exhibit highly-skilled stone masonry, particularly in the execution of decorative elements such as the coats of arms. Though much altered internally, the building retains much of its external original fabric. The train shed, built by</p>

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					<p>John Macneill, was one of the largest early station buildings in the country and the retention of its substantial original cast-iron substructure attests to the engineering abilities of its builders. The station continues to be one of the most important train stations in the country.</p> <p>NIAH Reg No: 50080036</p> <p>As the booking hall and restaurant, this block formed the main public component of Heuston Station and was placed at the centre of a long range of offices to the south of the train shed. The well-executed portico to the front is a typical example of a classical element employed in railway architecture, and as well as serving a practical function in providing shelter and clearly denoting the entrance, it lends gravitas to the façade. The elegant plaster detailing to the tall interior room adds artistic interest, creating an aesthetically-pleasing space, with design elements of the train shed, including round-headed arcades, repeated internally. The fabric of the building is repeated in the main façade to the east, providing a strong sense of continuity across the building. As the terminus of the GS&WR, Heuston is one of the most important railway buildings in the country.</p> <p>https://www.buildingsofireland.ie/buildings-search/building/50080036/heuston-station-dublin-city</p> <p>NIAH Reg No: 50080035</p> <p>[Note there are 2 mapped NIAH points with the same reg no covering the main building entrance area as well as the part of the station that runs alongside St John’s Road West.</p> <p>Attached nine-bay two-storey railway station, built c.1850, flanked by recessed three-bay single-storey wings with central bellcotes fronting returns to rear (west) elevation. Two-storey return to north, multiple-bay single-storey office range to south elevation, having stepped façade and incorporating block of passenger facilities including booking hall and former restaurant.</p> <p>As the terminus of the GS&WR, Heuston was one of the most important railway buildings in the country and remains the main city terminus in Dublin.</p>

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					https://www.buildingsofireland.ie/buildings-search/building/50080035/heuston-station-st-johns-road-west-dublin-8-dublin-city DCC RPS ID No: 7576 Heuston Station: Terminal building and offices, St John's Road West, Islandbridge, Dublin 8. NOTE: there is a second RPS point mapped on the station on the St John's West Road side near NIAH 50080035, however there is only one entry in the DCC RPS for the station (i.e. No. 7576). The only other mention of 'Heuston' is in relation to the Sean Heuston Bridge.
Post Box		✓			NIAH Reg No: 50080037 Freestanding round-plan cast-iron pillar box with plinth base, installed c.1885. Moulded neck, dentillated frieze, plinth, and domed cap. Curved hinged door, aperture to neck. Maker's mark to front (east) of plinth base. Set into concrete paving of footpath. https://www.buildingsofireland.ie/buildings-search/building/50080037/st-johns-road-west-dublin-8-dublin-city
Liffey Bridge to Glasnevin					
Bridge [NIAH] & Railway [Partial remains, includes the bridge]	UB1 Liffey Bridge	✓		✓	NIAH Reg No: 50080277 Single-span box truss railway bridge, erected c.1875, to carry Amiens Street & North Wall Branch of GS&WR over River Liffey. Wrought-iron lattice parapets and flat span carriageway supported on rock-faced rusticated limestone abutments, line continuing north and south on round-headed arches. Rock-faced rusticated limestone voussoirs, spandrels, and parapets, cut limestone platbands at impost level. Carved granite string course at base of parapets. V-cutwaters to east and west of abutment to south, cut limestone coping.

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					https://www.buildingsofireland.ie/buildings-search/building/50080277/liffey-railway-bridge-conyngham-road-dublin-8-dublin-city DCC Industrial Heritage Record: GSWR Railway Partial Remains. Section of railway built 1876-7 to link the Great Southern and western Railway with the Midland and Great Western Railway via a tunnel running beneath the Phoenix Park. This section incorporates a cast-iron bridge supported on rock-faced stone piers carrying railway over River Liffey. Line now comprising double line of tracks on concrete girders. Line still used for freight and occasional passenger traffic.
	OB2 Conyngham Road				
Tunnel				✓	DCC Industrial Heritage Record: Phoenix Park Tunnel Substantial remains. Railway tunnel, built 1876-7, to carry Great Southern and Western Railway extension which linked with the Midland and Great Western Railway and North Wall Quay beneath Conyngham Road and the Phoenix Park. Tunnel runs for a half-mile beneath the Park before re-emerging above ground outside its northeast boundary and carries two lines of track. A relieving arch in the southern boundary wall of the Park comprising a round-arch with granite voussoirs and having ashlar limestone to the infill wall, marks the point where the railway enters the Park and is the only upstanding evidence for the tunnel. The boundary wall at this point rises up above the height of the rest of the boundary in a circular shape to mirror the shape of the relieving arch.
House			✓		DCC RPS ID No: 6746 Phoenix Park, Dublin 8, Garda Terrace (near North Circular Road entrance).

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Bridge <i>[Substantial Remains]</i>	OB3 McKee Barracks	✓		✓	<p>NIAH Reg No: 50070001</p> <p>Single-arch stone railway bridge, built c.1890, carrying road over railway. Segmental arch having rusticated voussoirs. Pier buttresses and cut stone string course. Rusticated coursed stone walls and cut stone coping to parapets.</p> <p>https://www.buildingsofireland.ie/buildings-search/building/50070001/mckee-barracks-marlborough-road-dublin-7-dublin-city</p> <p>DCC Industrial Heritage Record: Bridge</p> <p>Substantial remains. Single-arch masonry railway bridge built c.1877 as part of Great Southern and Western Railway extension to North Wall. Rock-faced ashlar limestone to abutments, barrel, and buttresses with dressed limestone stringcourse; segmental-arch with rusticated voussoirs. Granite coping to parapet. Deck no longer in use.</p>
Bridge <i>[Substantial Remains]</i>	OB4 Blackhorse Avenue	✓		✓	<p>NIAH Reg No: 50060149</p> <p>Single-arch stone bridge, built c.1875, carrying Blackhorse Avenue over railway line. Rock-faced limestone piers with dressed granite coping to south elevation and concrete coping to north elevation. Rock-faced limestone and replacement concrete parapet walls with dressed limestone string course, dressed granite coping to south elevation and concrete coping to north elevation. Segmental-headed arch with rock-faced limestone voussoirs.</p> <p>https://www.buildingsofireland.ie/buildings-search/building/50060149/blackhorse-avenue-cabragh-ba-w-by-dublin-7-dublin-city</p> <p>DCC Industrial Heritage Record: Bridge</p>

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					Substantial remains. Single-arch masonry railway bridge built c.1877 to carry Blackhorse Avenue over Great Southern and Western Railway extension to North Wall. Rock-faced ashlar limestone to abutments, barrel and buttresses with dressed limestone stringcourse. Segmental-arch with rusticated voussoirs. Rock-faced ashlar limestone parapet walls with granite coping now surmounted by concrete and metal railings.
Railway <i>[Original Replaced]</i>				✓	<p>DCC Industrial Heritage Record: GSWR Railway</p> <p>[as above]</p> <p>Original Replaced. Built to link two of Ireland’s main nineteenth-century railways, this section of line forms part of a significant group of interwoven railways on the north-side of Dublin. Section of railway built 1876-7 to link the Great Southern and Western Railway with the Midland and Great Western Railway via a tunnel running beneath Phoenix Park. Now comprising double line of tracks on iron girders. Line still used for freight traffic and occasional passenger traffic.</p>
Bridge <i>[Substantial Remains]</i>	OB5 Old Cabra Road	✓		✓	<p>NIAH Reg No: 50060148</p> <p>Single-arch stone bridge, built c.1875, carrying Old Cabra Road over former Great Southern and Western Railway line. Rock-faced limestone abutments, with rusticated limestone piers with dressed granite coping. Rusticated limestone and replacement concrete parapet walling with dressed limestone string courses and dressed granite copings. Dressed limestone voussoirs to arch.</p> <p>https://www.buildingsofireland.ie/buildings-search/building/50060148/old-cabra-road-dublin-7-dublin-city</p> <p>DCC Industrial Heritage Record: Bridge</p> <p>Substantial remains. Single-arch masonry railway bridge built c.1877 to carry Old Cabra Road over Great Southern and Western Railway extension to North Wall. Rock-faced ashlar limestone to abutments, barrel and terminating piers with dressed limestone stringcourse. Segmental arch with rusticated</p>

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					voussoirs. Rock-faced limestone to parapet and wingwalls with dressed granite coping and pyramidal caps to piers; concrete blocks inserted beneath coping to heighten parapet.
Bridge <i>[Partial remains]</i>	OBO6 Cabra Road/ Future Cabra Station		✓	✓	DCC RPS ID No: 879 (Bridges, railway, Cabra Road, Dublin 7) DCC Industrial Heritage Record: Bridge Partial Remains. Single-span masonry and masonry railway bridge built c.1877, to carry Cabra Road over Great Southern and Western Railway's extension to North Wall Quays. Deck rebuilt c.1995. Rock-faced ashlar limestone piers now supporting concrete deck with replacement parapet flanked by rock faced stone piers with granite pyramidal caps.
Cattle Siding/ Disused Railway Tracks <i>[Substantial remains]</i>				✓	DCC Industrial Heritage Record: Cattle Siding/ Disused railway tracks Substantial remains. Section of railway, opened 1877, as part of Great Southern and Western Railway's extension to North Wall Quays and providing access to cattle siding previously located to west side of railway tracks now disused with traces of wall flanking west side of tracks.
Pump House <i>[No extant features]</i>				✓	DCC Industrial Heritage Record: Pump House (private) Survey Identified Remains: No. Area was under development at the time of the survey in 2008.
Bridge <i>[Partial remains]</i>	OBC7 Fassaugh Avenue			✓	DCC Industrial Heritage Record: Bridge Partial Remains. The surviving section of this railway bridge, though now masked by the later concrete structure, stands as a testament to the architects, engineers and stonemasons who built the railway. It displayed finely-executed stonework, a characteristic of the railway bridges of the period. The plaques to the parapet walls, added by local groups in 2006, further enhance the buildings positive contribution to the locality. Single-arch masonry railway bridge built c.1877 carrying Faussagh Avenue over Great Southern and Western Railway extension to North Wall Quays, now masked by concrete bridge c.2000. Rock-faced ashlar limestone to abutments, barrel and buttresses; segmental-arch with rusticated voussoirs. Deck and parapet replaced during construction of concrete structure. Limestone plaque to

Feature	Corresponding Engineering Element	NIAH	RPS	Industrial Heritage Survey	Description/ Link
					south parapet commemorating 1916 Rising; Plaque to north parapet commemorating 1981 hunger strikers.
Railway <i>[Note: Original replaced i.e. current line]</i>				✓	DCC Industrial Heritage Record: Great Southern Railways {Great Southern and Western Railways} [As above] Section of railway built 1876-7 to link the Great Southern and Western Railway with the Midland and Great Western Railway via a tunnel running beneath the Phoenix Park. Now comprising two double lines of tracks on iron girders. Line still used for freight traffic and occasional passenger traffic.
Tank <i>[No remains]</i>				✓	DCC Industrial Heritage Record: Tank Survey Identified Remains: No. Date Recorded: 06/30/2008. No further information available.
	OBO8 Twin Arch Bridge [Luas]				
Tunnel				✓	DCC Industrial Heritage Record: Tunnel Substantial remains. Double-arch masonry railway tunnel opened 1877 as part of an extension of Great Southern and Western Railway and carrying the railway under the Royal Canal and Midland and Great Western Railway. Bridge constructed in two sections with southern arch stepped back from northern arch; rock-faced ashlar limestone walls with dressed voussoirs to round arches, tooled stone stringcourse and terminating piers. Curved retaining wall to northwest of tunnel.
Bridge <i>[Substantial remains]</i>	OBO9 Claremont			✓	DCC Industrial Heritage Record: Bridge Substantial remains. Double-arch masonry railway bridge built c.1875, to carry Midland and Great Western Railway (North Wall extension) over extension of Great Southern and Western Railway, opened 1877. Bridge constructed in two sections comprising rock-faced ashlar limestone walls with dressed voussoirs to round arches and tooled stone stringcourse. Flat deck and parapet replaced.

Feature	Corresponding Engineering Element	NIAH	RPS	Industrial Heritage Survey	Description/ Link
Bridge	OBO10 Glasnevin/ End of Works			✓	<p>DCC Industrial Heritage Record: Bridge</p> <p>Substantial remains. Single-span masonry road bridge, built c.1877, carrying road over Great Southern and Western Railway's extension to North Wall. Rock-faced snecked limestone walls with granite string course and piers with pyramidal granite caps. Granite coping to punch-dressed snecked limestone parapet walls, sections of which are replaced. Deck is replaced.</p>

- Live document – subject to updating as project progresses. Current version Jan 2021.