POST-MEDIEVAL REMAINS (16th CENTURY onwards)

In the heart of Dublin City, just south of the junction with Liffey Street between the statues of Daniel O'Connell and William Smith O'Brien, archaeological excavations revealed the remains of a seventeenth century quay wall, together with a number of structures and a well, which would have been located north of the city wall. Decorated pottery was also recovered from the site together with twenty-two glass objects. One of the more interesting artefacts is a circular bottle seal, which reads “David Haoerd 1711”. During the 17th and 18th centuries glass bottles were ordered by the wealthy people of the city. The glass bottles were seen as a status symbol, and the seal or mark identified the owner when they were sent to the wine merchant to be filled up (See photos Number 3).

Archaeological excavations in Tram Street and Phoenix Street revealed an area which had been originally used as commonage or open ground for grazing animals. This area was known as Oxmantown Green up to the mid 17th century.

PREHISTORIC REMAINS

In the heart of Dublin City, just south of the junction with Liffey Street between the statues of Daniel O'Connell and William Smith O'Brien, archaeological excavations revealed the remains of a seventeenth century quay wall, together with a number of structures and a well, which would have been located north of the city wall. Decorated pottery was also recovered from the site together with twenty-two glass objects. One of the more interesting artefacts is a circular bottle seal, which reads “David Haoerd 1711”. During the 17th and 18th centuries glass bottles were ordered by the wealthy people of the city. The glass bottles were seen as a status symbol, and the seal or mark identified the owner when they were sent to the wine merchant to be filled up (See photos Number 3).

Archaeological excavations in Tram Street and Phoenix Street revealed an area which had been originally used as commonage or open ground for grazing animals. This area was known as Oxmantown Green up to the mid 17th century.
There were no archaeological discoveries of great significance along this route. The majority of the works ran through areas of ground which were very disturbed. The only artefact recovered from the works was a copper coin, discovered by an engineer between Dundrum and Balally, and which had been flattened.

**OLD HARCOURT STREET LINE**

Features of interest were uncovered at various locations along Harcourt street, which was laid out in the 1770’s. These features consisted mainly of basements, which were for the most part intact. A survey of all basements was carried out prior to construction. The viaduct at Milltown, a key feature of the Old Harcourt Street Line, was re-instated to its original function (Photos Number 7).

**ARCHITECTURAL RECORDING**

In conjunction with pre-construction testing, archaeological investigations and excavations, a detailed architectural survey was carried out on all buildings impacted by the works. One of the most interesting areas surveyed was under the present day ramp for vehicles located at Connolly Station. The interior of this ramp consisted of a series of interconnected vaults. Vault 14 shows the fine workmanship and care with which these vaults were constructed (See photo Number 8).

**NEXT STEPS**

**CODE OF PRACTICE**

As the Agency responsible for the implementation of Light Rail and Metro projects the Railway Procurement Agency and the Minister of the Environment, Heritage and Local Government have published a Code of Practice for the protection and conservation of our archaeological heritage. This is available to download from our website [www.rpa.ie](http://www.rpa.ie).

**GREEN LINE ST. STEPHEN’S GREEN TO SANDYFORD**

**Luas**

A1 - CityWest Line. Bypass to Saggart
B1 - Sandyford to Cherrywood
B2 - Cherrywood to Bray
BX - Line with Redland Green Lines
C1 - Connolly Station to the Point
F - Lucan to City Centre

**Metro**

Metro North - Lissenhall to St. Stephen’s Green
Metro West - Tallaght to Airport

**RPA Projects**

- Luas
  - A1 - CityWest Line. Bypass to Saggart
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  - Metro North - Lissenhall to St. Stephen’s Green
  - Metro West - Tallaght to Airport

**UNDER THE TRACKS**

A slice through Dublin’s past
Archaeological discoveries during the construction of the Luas light rail network.
February 2007

**How to obtain further information**

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Images courtesy: Margaret Gowen & Co Ltd., and Neil O’Brien, RPA.