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The Dargle River, once called the Bray River or Bray Water, flows into the Irish Sea some 18 km to the south of Dublin city, draining, with its tributaries, a roughly semi-circular area of south-eastern Co. Dublin and north-eastern Co. Wicklow. For part of its course it at one time marked the boundary between these two counties and it also serves to divide the town of Bray into two parts, 'Great Bray' and Little Bray.1 Constricted and swiftly-flowing for most of its passage, the Dargle has created a narrow flood plain before reaching its marshy estuary. This estuary, unlike the mouths of the Liffey further north or the Vartry and Avoca Rivers at Wicklow and Arklow further south, did not apparently attract permanent settlers during the Viking period, but high bluffs cut into solid rock on the south bank of the river, close to the tidal limit, provided a good site for the first small community of the manor of Bray in the years after the Anglo-Norman invasion.

The bluffs are cut into the ancient rocks that underlie the Bray area. These rocks include the resistant quartzites that help to form the steep, crenulated crests of the Wicklow Mountains (Map 1). The Dargle itself rises at 650 m above sea level in these mountains, makes a spectacular descent over the Powerscourt waterfall, the highest in Ireland, and tumbles through a scenic valley — the 'Dargle' — before it reaches low ground. Deep glacial valleys cut into the mountain sides and steep-sided gorges such as The Scalp and the Glen of the Downs add to the scenic amenities of the area. A thick layer of boulder clay overlies the coastal rocks, particularly to the north of the Dargle estuary, where shallow cliffs cut into the clay have been considerably affected by coastal erosion. South of the Dargle, low-lying tills form a relatively flat plain along the edge of the bay and ending at Bray Head. From its Anglo-Norman beginnings as a settlement above the river, Bray first extended slowly to the south-west along gently rising ground and subsequently, in an explosion of urban growth in the second half of the nineteenth century, expanded to cover this coastal plain.

Evidence for early settlement in the Bray area is slight, with a scarcity of prehistoric remains and early placenames. Several Romano-British burials, perhaps part of a cemetery, unearthed on the Bray shore in the vicinity of the present Esplanade Terrace,2 raise the possibility of a second-century presence from outside Ireland. At one time the territory of the Uí Théig, by the eighth century the Uí Bhríuin Chualann were the ruling sept of this part of what is now south-east Dublin and north-east Wicklow, an area described by one scholar as a 'political backwater' in early Ireland.3 Rathmichael, 3 km away, was the nearest early Christian monastic settlement of any importance and Bray's only surviving building of the period is a small medieval church, Raheenaclug, on the north side of Bray Head. It has been suggested that another early church or oratory lay on or near the site of the present St Paul's Church;4 if so, this site, destined to become the core of the medieval and early modern settlement, may have been recognised as a desirable one even before the arrival of the Anglo-Normans.5

Certainly the site was attractive to the settlers of the late twelfth century. Walter de Ridesford had, in the event, selected the wrong side of the river for a defensive site; the threat of attack by forces opposed to the crown was never to come from the north.

Two summaries of the component parts of the new manor date from a hundred years later, but it can be assumed that many of the elements originated in the last two decades of the twelfth century. Extents of 1284 and 1311, the first made for the crown and the second for the earl of Ormond, record the existence of a 'stone house' — presumably the castle — a church and a mill, together with tenements and cottages. There were some thirty burgesses, together with a range of feudal tenants, English names outnumbering Irish ones. The total number of households listed, forty-eight, would suggest a population for the manor of approaching two hundred persons, most of whom probably lived in the nucleated settlement at the core of the present town.

The grant of a market in 1213, together with the burgesses mentioned above, indicates that the settlement of Bray at this time had borough status, a status it would fail to maintain. Surroundied by fertile coastal lowlands, Bray might well have flourished had it not been for the proximity of the Wicklow Mountains. Whatever the settlement's condition in the first years of its existence, by the fourteenth century its hold on prosperity was tenuous. The threat came from the south-west where two major families, the O'Byrnes and the O'Toole, expelled from Kildare by the Anglo-Normans, maintained bases in the inaccessible uplands from which to wage war against the crown and to attack the settled communities in the lowlands below. East Wicklow remained marchland, the edge of 'the land of war', rather than part of 'the land of peace' under the control of the English crown; it was terrorised, particularly at harvest time, by 'the Irish of the mountains'.6

The manor of Bray, separated from the nearest O'Toole stronghold of Powerscourt by only a few kilometres, must always have been a prime target for the raiders, and certainly it was of doubtful value to its various lessors. The 1311 extent recorded that 'there is a certain wood outside from which nothing can be received therefrom'.7 In 1402 the inhabitants of Bray were uncomfortably close to a major battle, when the forces of the mayor of Dublin inflicted a crushing defeat on the O'Byrnes at 'Bloody Bank' on the north bank of the Dargle (a site still commemorated, sanitised, in Little Bray's Sunnybank). The location of this battlefield serves to highlight the shortcomings of the site chosen by de Ridesford for his castle. Indeed, in c. 1459 a new 'ten pound' castle was built in Little Bray to defend the route over the ford from marauders from the south. This simple structure, no more than a small tower house, survived into the twentieth century.

Great Bray Castle, on the other hand, did not last into modern times. If it can be identified with the castle of 'Rokelescourt', the repair of which was a condition under which Geoffrey Crump was granted a twenty-year lease of the manor of Bray in 1355-6, then it was probably strengthened or rebuilt in the fourteenth century.8 With its bawn, it must have served as some protection for the medieval inhabitants of the manor, but by the early seventeenth century, when it was described as a forty-foot square, three-storey, stone tower,9 it was in a bad state of repair. It was demolished without trace at some unrecorded date in the late eighteenth or early nineteenth century. The medieval church also failed to survive; it was apparently replaced by a new structure in 1609. The manorial corn mill and its successors, with the mill race, continued to operate on approximately the same site until the end of the eighteenth century; it was routinely cited in seventeenth- and eighteenth-century deeds, binding leaseholders in Great...
Bray to grind corn and tuck cloth at the mills of Bray. The fishery, with its rich harvest of salmon and sea trout, remained of sufficient importance to be the subject of a legal dispute over ownership in the mid nineteenth century, when it was confirmed as the property of the lord of the manor. And the manor of Bray, its boundaries defined in a mid seventeenth-century partition, continued to exert a discreet influence through its lord on the evolution of the town during the centuries to come.

The seventeenth-century event with the most far-reaching implications for the development of Bray was the formal partition of the manor in 1666 between Edward Brabazon, second earl of Meath, and the earl of Tyrconnell (Appendix A). The terms of this partition, which have remained the basis of land ownership in and around Great Bray, were not in Little Bray until the present, brought stability after a lengthy period of disputed ownership and led to the granting of leases for parcels of land over the succeeding years. A typical stipulation, in this case applicable to Keyt’s holding (Fig. 2), was that the lessee would build ‘one good house after the English fashion with a good chimneey of brick or stone’, and ‘dwell and quietess all in his dwelling house...betwixt him and his neighbours’.15 In 1676 members of the Brabazon family made an agreement that leases could be for 61 years or 3 lives, since offers were being made ‘by divers persons’ to erect ‘houses, streets, market places and other improvements’ provided that they would have long leases.16 The partition, supplemented by a hearth-money roll of 1668,17 also provides the first information since the extent of 1311 on the component parts of the settlement. The earl of Tyrconnell’s portion included seven dwellings and gardens adjacent to the churchyard on the west side of the main street, while the earl of Meath received the castle, the mill, mill dam and weirs, the ravel warren, one house on the west side of the (now lost) arch bridge, and apparently only a dozen or so houses on the east side. Of the fourteen houses recorded in 1668, three appear to have been substantial. The church had glebe lands called College Close, there was a ford near to the mill race and — most importantly — there was by this date a stone bridge over the Dargle River.

This bridge, not shown on the Down Survey maps and so presumably built at a date close to 1660, replaced the ford in use at least since Anglo-Norman times. Like its mid eighteenth-century successor, it was an asymmetrical four-arch bridge with a steep incline. But although the descent from the bridge to what was later Back Street was apparently not easy to negotiate18 — much later, in c. 1808, Castle Street was built to alleviate the problem — communications with Dublin must have improved dramatically. That Bray was no longer the indefensible outpost it had seemed in the medieval period is shown by the choice in c. 1692 of a site next to Great Bray Castle, in the heart of the medieval settlement, for an infantry barracks. The barracks building, still extant, was garrisoned until 1818, and the army continued to exert a discreet influence through its lord on the development of the town during the centuries to come.

Almost exactly a century was to pass between the glimpse of Bray in 1666 as described in the partition deed and the first clear, cartographic view of the settlement — by now perhaps almost worthy of designation as a town — through maps showing the Fitzwilliam (in succession to Tyrconnell) and Meath estates in 1762 and 1764 respectively (Maps 4, 5); an earlier Fitzwilliam plan, that of 1692, survives only in fragmentary form. Taken together, these documents paint a convincing picture of Great Bray during this period. The alignment of the ‘highway’ or ‘great road’ was the same as that of Main Street today and it continued towards Lord Meath’s Killruddery House and demesne via what is now Vevay Road. The present fork at the south end of Main Street, shown on the estate maps, also existed in 1666 with ‘a little lane’ towards Ballymorrison (Mullaghwalton, Killarney Road). The only other road mentioned in 1666 was the ‘highway that adjoins the west end of the churchyard’. Taken literally, this would refer to the ancestor of Jobber’s Lane, a very steep track, now closed, running down to the river between the churchyard and the barracks, which is shown on both the Fitzwilliam and the Meath maps. Despite its apparent insignificance, an arched entrance to the barracks yard still opens onto it today. The first part of this ‘highway’, along what is now Church Terrace, was also the access road to the castle and beyond; it was known as Barrack Lane in the eighteenth century. On the east side of the main street there were two larger homes, one now lost, but the other apparently still reflected on the course of the present Novaara Avenue. There was also the precursor of Seapoint Road, running along the south bank of the Dargle before striking south-east to reach the seashore close to the present railway station; this last was to remain the only road from Bray town to the sea front until the construction of Dunmore Road in 1854.

The estate maps also show that most of the buildings of Great Bray were clustered in the old-established area near the river, although with some extension of the built-up area southwards along the main street. Jonathan Barker’s map of 1762 depicts four double-fronted, two-storey houses between the Dargle and Castle Lane on the west side of the street, with three similar houses on the east side; single-storey cabins line the street on both sides approximately as far south as Novara Avenue. The planiform Meath estate map of 1764 indicates a rather more complicated pattern of buildings on the east side of the street, with the properties curving round into Seapoint Road; this fishing court house (now Bray Heritage Centre), has survived to the present day.

The mill wheel with its accompanying mill race, shown on the Meath map, was probably in the same position that it had already occupied for centuries. It is noticeable that the river lay very close by, flowing across what is now the Malt and there was a colour mill, then there was a similar mill at what was later Back Street; apparently the same mill race that appears to the west of Barrack Lane.19 The premises were later to expand over a larger area, apparently onto newly-made ground, but without changing the site of the wheel. St Paul’s Church with its spire appears in elevation on Barker’s map; it was to remain for a further twenty years or so the only place of worship in Bray.20 The barracks building, shown in elevation on Barker’s map, as does Great Bray Castle. The pound is named on Barker’s map at the junction of Vevay and Killarney Roads some distance away from the built-up area; an unidentified structure is shown on the same site on the Meath map. The property divisions for the Meath estate in 1764 and on the most probably the same as those still extant during the nineteenth century (Fig. 2; Map 6).

Downstream of Bray Bridge the Dargle River is shown in 1764 as deflected southwards by a sandspit at its mouth to lap the east side of the latter site of martello tower no. 2 and to discharge into the sea opposite the present Bray level crossing. The new ‘navigable cut to the sea’, completed in 1787, which obviated the ‘dangerous and inconvenient navigation of a paltry creek’,21 was dug across this sandspit. The old course of the river was still traceable in 1838 (Map 2). Bray was at this time in no sense a coastal town, however; at its closest point the shore, with a pebbly beach, lay some 0.6 km east of Bray’s main street and was separated from it by a largely unpopulated area of green fields. But the presence of the Irish Sea nearby already offered some benefits to the town, although on a very different scale from what was to come. The mouth of the Dargle provided a haven for small craft and there was a colony of fishermen in the cottages scattered along the shore. No doubt the local inhabitants also benefited both from smuggling and from the collection of flotsam and jetsam.22

The state of Little Bray during this period is rather more obscure. A grant of lands in the ‘town of Little Bray’ in 1636 mentioned the castle, six houses and 490 acres of land, fish and other fish in the stream of the Dargle. In 1655 the earl of Meath was one of three proprietors, the other two being ‘Irish papists’; the earls of Meath were to continue to hold a number of scattered parcels of land in Little Bray into the nineteenth century. Rocque’s map of Co. Dublin in 1760 shows Little Bray contemporaneously with the estate maps of Great Bray. The predecessor of Upper Dargle Road diverged from the Dunmore Road to run alongside the commons and up to Fassaroe, west of Little Bray; it was not as yet the main route to south Wicklow and Wexford. There were a number of houses grouped in the area around the castle.

Bray, then, in the middle of the eighteenth century, was no more than a small market town, little more than a village, serving the population of north-east Wicklow and south-east Co. Dublin. It might have been expected to grow slowly as a local centre, comparable to other small towns within easy reach of Dublin city. But in the last years of the eighteenth century and the first decades of the nineteenth, two factors came into play that were to have a profound effect on the development of the town.

The first of these was Bray’s proximity to the Wicklow Mountains. Ironically, the same wild, inaccessible upland topography that must have seemed so threatening to the inhabitants of Bray in the medieval period now offered opportunities for tourism. The second factor was the proximity of the coast. The fashion for sea-bathing as ‘a cure’, in combination with fresh air, healthy exercise and a range of social activities, which was already vitalising small fishing villages around the coast of Britain, now began to entice visitors to Bray. Denizens of other parts of Ireland, notably Dublin, came to the town in search of such delights as ‘goat’s whey and sea bathing’. Many of these visitors,
particularly at first, lodged in existing houses and cottages, but by the early 1800s, at least, good houses had been built especially for summer use. Bay View (Novara), Eden View (Marino Clinic) and Rich View (later Beechurst), the first two of which still survive, were described in 1838 as among the ‘numerous bathing lodges’ rented out for the season to ‘casual tenants’. Arbutus Lodge in Little Bray, which also survives, was let to persons who come there for the purpose of receiving the salt water. The various types of accommodation available were glowingly encapsulated in the Parliamentary gazetteer of 1846:

The town has for many years been a favourite summer resort of the wealthier of the Dublin citizens and of the gentry from a large part of Ireland; and it possesses, in a state of high facility and polish, the various appliances required for their accommodation and comfort, whether as lodgers or as tourists. Handsome cottages ornées, boarding houses on different scales of economy, and furnished houses from the small abode to the luxurious mansion, abound both in the town and in its environs, for the special use of visitors.

Bray grew rapidly, in part, at least, as a result of this activity. By 1816 houses had been built on both sides of the main street as far as the pound, and the built-up area already extended some distance into both Vevay and Killarney Roads. The first Ordnance Survey map of 1838 shows a solidly-based if largely one-street town, although one with relatively few gardens or extensive back plots (Map 2). The sea front had also undergone some degree of transformation with the construction of two martello towers, an elaborate entrance and gate lodge to the grounds of Sans Souci (Bray Head House, now the Loreto Convent), home of the Putland family, and a coastguard station. By 1838 there was a good scattering of thatched cottages, some forty in all, along the rough track that ran the length of the bay, although apparently there was only one house on the sea front of sufficient standing to sport a slated roof.

By 1838, too, Bray had acquired protestant and Roman Catholic national schools, several private schools and a free charity school run by the philanthropic Mrs Putland. The Protestant church had undergone various renovations and a substantial Roman Catholic chapel, essentially occupying the central portion of the modern church, had replaced the original chapel of c. 1784, which had had a chequered history. A prominent feature on the map of 1838 was the hotel belonging to the Quin family, with its extensive back plots (Map 2). The sea front had also undergone some degree of transformation with the construction of two martello towers, an elaborate entrance and gate lodge to the grounds of Sans Souci (Bray Head House, now the Loreto Convent), home of the Putland family, and a coastguard station. By 1838 there was a good scattering of thatched cottages, some forty in all, along the rough track that ran the length of the bay, although apparently there was only one house on the sea front of sufficient standing to sport a slated roof.

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The degree to which Bray had grown over a period of five or six decades is also shown by directory listings. In 1788 Bray had eight shopkeepers and tradesmen, together with two medical men, two brewers, a distiller and ship owner, a second ship owner who dealt in coal, slate and timber, and two hotels. By 1824 there were twenty shopkeepers, eight craftsmen and nine tavern keepers in addition to Quins Hotel. Of the tavern keepers, four were hotel owners, a second ship owner who dealt in coal, slate and timber, and two hotels. By 1824 there were twenty shopkeepers, eight craftsmen and nine tavern keepers in addition to Quins Hotel. Of the tavern keepers, four were hotel owners, a second ship owner who dealt in coal, slate and timber, and two hotels. By 1824 there were twenty shopkeepers, eight craftsmen and nine tavern keepers in addition to Quins Hotel. Of the tavern keepers, four were hotel owners, a second ship owner who dealt in coal, slate and timber, and two hotels. By 1824 there were twenty shopkeepers, eight craftsmen and nine tavern keepers in addition to Quins Hotel. Of the tavern keepers, four were hotel owners, a second ship owner who dealt in coal, slate and timber, and two hotels. By 1824 there were twenty shopkeepers, eight craftsmen and nine tavern keepers in addition to Quins Hotel. Of the tavern keepers, four were hotel owners, a second ship owner who dealt in coal, slate and timber, and two hotels. By 1824 there were twenty shopkeepers, eight craftsmen and nine tavern keepers in addition to Quins Hotel. Of the tavern keepers, four were hotel owners, a second ship owner who dealt in coal, slate and timber, and two hotels.
employment in the time of famine — it was only after 1850 that various difficulties, financial and otherwise, were overcome and work commenced in earnest.\textsuperscript{33} Significantly, William Dargan, the notable railway engineer and organiser of the 1853 Great Industrial Exhibition in Dublin, took shares in the railway company and supervised the construction of the line, marking the 'rapid progress' which he was said to be 'so powerfully capable of effecting'.\textsuperscript{34} Dargan's interest was to extend far beyond the provision of a fast and comfortable means of travel between Bray and Dublin; he became one of the chief architects of the 'new' town, for a role which he is still commemorated.

This new Bray, planned as a seaside resort after the English pattern, had to be grafted onto the existing town. The first, and most important, factor that determined the layout of the extended town was the choice of a route for the railway close to the east coast. North-west of the town, where the coastal plain gives way to flat boulder clay deposits — where coastal erosion was later to necessitate a major realignment of the track — to cross the Dargle River at its mouth. Bridging the Dargle involved building a 130-metre long embankment across the shallow north of martello tower no. 2, a northward extension of the shingle bed which was on followed on the seaward side by land reclamtion and by the construction of a new dock for the small ships now excluded from the river.\textsuperscript{35} The railway line runs southwards some 60 to 100 m inland of the beach, cutting off the two martello towers and the coastal cottages from the fields behind them, before disappearing into a series of cuttings and tunnels in a spectacular section around the cliffs of Bray Head. This route was by no means the only or obvious one: a line inland of Bray Head — perhaps even west of Bray's main street — might well have involved less expense; certainly it would have avoided a subsequent series of realignments necessitated by rock falls. Such a line would, however, have passed across the Killruddery estate, and there is a tradition that to avoid this the tenth earl of Meath gave the site of the route around the headland free of charge.\textsuperscript{36}

The positioning of the railway line close to the shore had certain advantages, notably the situation of the railway station only a few score metres from the seafront, and so ideal for day trippers, rather than distance away at the rear of the town as happened in many English and Welsh resorts. It had the major drawback, however, that the railway company had to find means of reconciling the requirements of its trackway and buildings with the gridiron pattern of new roads planned for the sea-front area. This necessity, together with a need to engineer an upward gradient towards Bray Head, was met by the provision of one major level crossing adjoining the railway station, and by elevating the rest of the line onto an embankment so that it passed by means of a series of low stone-buttressed bridges, five in all, over the old west-east roads leading to the sea. As a result, the station buildings and the embankment cut off the view of the sea from most of Bray, leaving the resort with seaward-facing sites only along a constricted coastal strip.

The choice of the route along the northern part of Bray's sea front was made possible by the involvement of one of Bray's most prominent businessmen, John Quin junior, who had inherited in 1852 not only Quin's Hotel but also his father's extensive landholdings to the east of Main Street. These lands were essential to the construction of the line and to any expansion in the area between the northern part of Main Street and the sea front. It was John Quin's agreement with the Dublin & Wicklow Railway Co. that determined the siting of the railway station close to the seaward end of Quin's Walk. The same agreement stipulated that the railway company would pay for the new 'forty-foot' road running parallel to Quin's Walk from Main Street across the level crossing to the sea front.\textsuperscript{37} Quinsborough Road, as it was named, became the main artery between the old Bray and the new, breaking into the main street across the old White Lion premises south of Quin's Hotel and offering an enticing vista towards the sea from the heart of the old town. The old road to the sea (Scapoint Head), remaining even today something of its pre-railway era ambiguous re-routed at its eastern end under a sixth railway bridge to reach the shore north of martello tower no. 2. At the same time a general pattern of new roads was speedily established, cutting across the existing field boundaries: Strand Road, running the length of the sea front along the old unfenced trackway shown on the 1838 map; Meath Road, incorporating only the present Adelaide Road and running inland of the railway from Quinsborough Road almost to Bray Head; Sidmonton Road, a continuation of Novara Avenue; and the shorter roadways, Albert, Sidmonton, Victoria and Convent Avenues, intersecting Meath Road at right-angles and passing under the tracks to reach the sea front. The creation for fifty years a major gap in this road network in the case of Florence Road, the second route from Main Street to the railway station. In 1870 it still comprised only a short stretch of roadway, parallel to Quinsborough Road, in front of the four most easterly houses of Florence Terrace. It was extended across the Quin estate as far as Eglinton Road in c. 1886, realigned slightly to bypass the Methodist church, but another six years elapsed before the town commissioners agreed to purchase the necessary properties at the Main Street end.\textsuperscript{38} The breakthrough was not finally made until 1902, with a further slight deviation to the north-west so that the junction with Main Street lies opposite Holy Redeemer Church. It was only the northern and eastern parts of the area east of Main Street that were crossed by new roads laid out in this regular fashion. Charles Putland of Sans Souci played, unintentionally, a negative role in the shaping of the new Bray by selling his house and the northern part of his extensive property to the Loretto Order only three years before the arrival of the railway. In the hands of the Loretos nuns, the grounds, commanding panoramic views, were to remain largely unaffected by the radical growth of Bray for over a hundred years. Novara Avenue, which evolved from the old avenue to Bay View, provided — and still provides — the most southerly, though comparatively indirect, route to the sea front from Main Street; continuing southwards it remains necessary even today to travel more than a kilometre to reach Putland Road (built by Charles Putland on the northern edge of his remaining property) and so to gain access from Vevay Road to the esplanade at the Bray Head end. The esplanade, an essential amenity for a seaside resort, was one of the gifts made to the town by William Dargan. He took a 99-year lease on the old storm beach (excluding the most southerly portion, which was Putland property) from the earl of Meath and converted it into a wide grassed strip with a path at either side, marked off from the new Strand Road by chain fencing suspended from granite posts.\textsuperscript{39} There was little protection from the waters of the Irish Sea, and the esplanade, Strand Road and the new terraces of houses along the sea front were very vulnerable to the effects of easterly gales, a situation that had to be mitigated at great expense later in the century.

Dargan presented Bray with two other major facilities: the Carlisle Grounds close to the railway station and the Turkish Baths midway along Quinsborough Road. The former, a 1.3-hectare site that still survives as the home of Bray Wanderers Football Club, was opened by Lord Carlisle, the lord lieutenant, in 1862 and served as an open-air pleasure ground, with archery and athletic competitions, cricket and croquet matches, flower shows and bazaars.\textsuperscript{40} The elaborate Turkish Baths was undoubtedly the most distinctive new edifice in Bray, built of red and white brick with tall minarets at the corners. Despite its original purpose, it was to have only a brief period of operation as baths and was soon converted into the resort's assembly rooms.

Besides Dargan and Quin, other entrepreneurs were involved in the development of the new Bray, and two of them were also associated with the area around the railway station, which now became the focal point of activity in the resort. Dargan's caterer associate, Edward Breslin, who was to have a long and influential connection with Bray as hotelier and as

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chairman of the town commissioners, opened a major hotel on the seaward side of the estate as early as 1855. Breslin’s Royal Marine Hotel had the advantage of uninterrupted sea views but, like all the hotels to be built along the seafront, the disadvantages of a rather congested site and an undue proximity to noisy steam trains; within five years, however, it had already been extended, and had received ninety bedrooms and twelve sitters. Breslin also ran the railway station’s extensive refreshment rooms and buffet. Local builder John Brennan was responsible for the International Hotel, built as the largest hotel in Ireland with 212 bedrooms, placing it on a site inland of the railway on Quinsborough Road leased by Dargan from John Quin, too, with some periods in the hands of Edward Breslin. An imposing building with a large garden on the south side, it was opened in time for the summer season of 1862.

John Quin rebuilt his hotel on the corner of Quinsborough Road, curving it elegantly round into the new street. Its previous high reputation did not, however, compensate for the disadvantage of being less than two minutes to the sea, and after a rapid dislodged from its position as Bray’s premier hotel to the point where it became for some years no more than a boarding house. Ironically, it was to outlast its mid-nineteenth-century competitors and, as the Royal Hotel, retain its old importance in the twentieth century. Lacy’s Bray Head Hotel (now the Bray Head Inn), in business by 1860, found a country attraction at the southern end of the esplanade, although it acquired its present imposing facade only at the end of the century.

Meanwhile Bray was gripped by a fever of building and rebuilding. New villas and terraces of houses in a mixture of styles sprang up, particularly along the new Dargan Road, Strand Road and the northern part of Meath Road. Almost a hundred houses and pairs of houses built in the fifteen years after 1854 appear, named, on the 1870 Ordnance Survey sheets, together with more than thirty terraces (Appendix C). Some terraces, such as Dargan Terrace or Brennan’s Terrace, bore the names of their proud owners; others, such as the Avenue of Prince of Wales or Brighton Terrace, were given names intended to imply a certain gentility. Villas were also usually given dignified-sounding names, many of which have survived to the present.

In addition to the new streets, Main Street was revitalised, at least at the northern end, and Quinsborough Road described in the examination. Quinsborough Road was, of course, an entirely new road, and there is some question as to when exactly it was fully opened up at the western end. Certainly there was a difference in the character of the pre-existing property parcels nearer the sea, which was virtually virgin territory, and that of the fragmented parcels in the west that had formerly included the backyards of properties in the main street. In the east, three major storey terraces—Dargan Terrace (now Duncarron Terrace), Goldsmith Terrace and Prince of Wales Terrace— together with the International Hotel and the Turkish Baths, were built to face each other across the wide street; made even more imposing by its private roadway on the northern side. Even after various vicissitudes, this is the most imposing stretch of road in Bray. West of Goldsmith Terrace and the Turkish Baths, the road has a different, less impressive character and the façades have fewer pretensions to grandeur; it might be suggested that the new houses and shops here were built after the first hopes for a booming resort had faded.

Main Street tells a different story, although again the street falls into two halves. In 1854 many property units in the northern half must still have carried the fabric of the old, mid-eighteenth-century town. Thom’s directory describes its buildings as ‘Paul’s Market in 1860 and 1870, a place of little and in the 1870s Quinsborough Road become the dominant feature it is today. Bray also acquired Presbyterian and Methodist churches, and several new schools. The old bridge over the old town’s main street was destroyed by floods as recently as 1835, well within living memory. Nonetheless, the area was sold off as building land, a regular process of development in this area. The first dwellings were erected, including several terraces of single-storey cottages, still extant, built by the Artizan Dwellings Co. in the 1880s. The fair green was laid out in the area; as was the People’s Park, assigned to compensate local government for the right of the townspeople to cut the first turf. A change of the strip of land nearest to the Dargle was perhaps in the hope that any flooding would be confined to that open space. If so, it was a vain hope; there were a number of serious floods in the following decades, most notably that of 1905 when some seven to ten feet of water covered the streets, demolishing walls and a number of old cabins. Memorable floods were to recur later in the twentieth century.

The physical development of the town in these decades was responsible for much of the appearance of Bray as we know it today, but the spirit of the late-nineteenth-century seaside town was to be of a more transient nature. Bray in its heyday had an atmosphere more akin to that of an English, Welsh or Maxx resort than to that of most other Irish towns. This was an inevitable result of the function of a resort, where a large influx of visitors in the summer months determines the character of the town and creates a heavy, if seasonal, demand for facilities and services. But in the case of Bray there was also a conscious decision in the 1850s to model the town on the new English south-coast resorts, specifically Brighton, by then the largest resort in Great Britain and Ireland with a population of over 50,000. Brighton’s pre-eminence as a watering place had originally derived from the patronage of King George III, a regular visitor in the eighteenth century. The opening of the railway to London had encouraged wealthy Londoners to settle there within easy travelling distance of the English capital. Bray was perceived as having a similar history and as offering the same advantages. The fine new hotels, the esplanade, the Turkish Baths (a faint echo, perhaps, of Brighton Pavilion) and the Carlisle Grounds were all intended to match the facilities found in English resorts. And, from 1860 at least, the sobriquet ‘the Brighton of Ireland’ became attached to Bray.

The number of visitors during the season is difficult to gauge, but their presence demanded several kinds of service in addition to accommodation: those connected with appropriate entertainments on the one hand and, on the other, the basic services of sewierge, water supply, lighting and street maintenance. Entertainment, like accommodation, was largely, though not wholly, privately organised; the adequate provision of utilities was a matter for the newly established Bray Township Commissioners, later Bray Urban District Council.

The provision of appropriate resort entertainment was to involve both the exploitation of natural factors, such as the sea itself and the nearby fine scenery, and the creation of new enterprises. In the mid-nineteenth century, sea-bathing was still relatively expensive and required a government permit; entering the water directly from the beach became acceptable only in the first decade of the twentieth century, when in Bray it was seriously to affect the receipts from the Ladies’ Baths. These baths, built in 1878 midway along the esplanade, themselves partly superseded the ladies’ bathing beach, and the 1885 thirty permanent bathing boxes, two of which were reserved for the nuns of the Loreto Convent, were added on the seaward side of the baths. The first men’s baths, still visible next to Martello Terrace at the north end of Main Street, were described as ‘gentlemen’s baths’ in 1885. In the 1880s a ‘gentlemen’s baths’, evidently a temporary structure, was made available in summer by the town commissioners on the sea front opposite Esplanade Terrace since ‘it was absurd that the whole esplanade should be taken up by ladies’ bathing’, but this was discontinued after three years for lack of support; plans to add a bathing pier were abandoned owing
Bathing of a more specifically medicinal nature seems not to have attracted many followers. The Turkish Baths, open from 6 a.m. to 11 p.m. and offering 'an admirable sea-bathing preparative and accompaniment', was opened in 1859. A number of similar premises opened in the early 1860s. Opened in 1859, it was closed within six years. Dr Haughton's Hydropathic Establishment, with a regimen 'suitable for invalids', in John Quin's Galtrim House was also short-lived; eulogised by G.R. Powell in 1860, the doctor had departed by 1862. 

In the early 1880s there was a pavilion pastime, one that served to augment the 'uncertain livelihood' of the local fishermen, and the presence of a fleet of small boats was to remain a feature of the beach close to Bray Head well into the twentieth century. Just as in the earlier period, the fine scenery nearby was an important factor in the success of the resort. Walks around Bray Head were popular, and the various band concerts, rowing regattas, matches, firework displays, flower shows and other events were systematically organised. These were relatively small-scale entertainments requiring little capital investment. Bray was unsuccessful, however, in attracting the various benefactions to provide the major ameliorations found in seaside resorts in Britain. In particular, it acquired a pier, but repeated efforts by successive promenade pier companies over the years between a first enabling act of parliament in 1867 and the final abandonment of the project in 1906. Plans also came to nothing for a marine aquarium, a concert hall, and exhibition and refreshment rooms in the Carlisle Grounds; for a floral pavilion and winter gardens; for an electric tramway along the sea front and tramlines running through the town. A light railway running the 5 km to Enniskerry was the only scheme actually to get under way, but it was never completed.

Meanwhile the town commissioners were concerned with the provision of basic services, a major problem given on the one hand the very rapid expansion of the town and on the other the limited powers and restrictions on spending imposed on them by the Towns Improvement (Ireland) Act of 1854. A letter to the Freeman's Journal in 1865 complained that, although nearly £6,000 had been spent over the previous decade on projects, the water supply was inefficient and the sewerage system was defective. 

The first water supply came from a small reservoir on Herbert Road, but from 1868 onwards water was provided from Dublin Corporation's new Vartry reservoir 12 km to the south. There were complaints from the town that the quantity supplied was insufficient, and discussions with the quantity supplied culminated, after a 'number of complaints and threats' from ratepayers, in the commissioners serving notice on Dublin Corporation in 1876 with a writ for compensation. By 1893 the supply was being turned off each night, causing fresh complaints from householders, and an alternative scheme to find another source of supply, were dropped when Dublin Corporation ordered the numbering of houses, starting with Main Street.Electricity was supplied by the gas company to those areas of the neighbouring Carlisle Grounds, for example, or with the foreshore, where his licence was required for many of the developments in the town: those connected with the esplanade, for example, or with the foreshore, where his licence was required for the erection of bathing boxes and landing stages. 

As an undercurrent behind all these matters lay the relationship of the town commissioners with the lord of the manor, where conflicts inevitably arose between the interests of ratepayers and the Earl without zealously guarding his ancient rights. The earl of Meath's approval was required for many of the developments in the town: those connected with the esplanade, for example, or with the foreshore, where his licence was required for the erection of bathing boxes and landing stages. He also controlled the fair tolls and the transfer of the fair to a new site on the town esplanade, for example, or with the foreshore, where his licence was required for the erection of bathing boxes and landing stages. He also controlled the fair tolls and the transfer of the fair to a new site on the town esplanade, for example, or with the foreshore, where his licence was required for the erection of bathing boxes and landing stages. The relationship was relatively harmonious: the eleventh earl, as befitted his status, was the first chairman when the town commissioners were established in 1857. Almost two decades later in 1874, however, he resigned from the commissioners under pressure from a new vociferous group of ratepayers. Nonetheless, the continued presence of the Meaths on the council of local government although its members continued to support the affairs of the township. While keeping a careful watch on their own interests, the family was generous in donating facilities to the town, notably the People's Park and the town hall. There were, though, two serious disputes during the last decades of the nineteenth century, one concerned with regulation of the town hall on its completion and the other over the public right-of-way in Ravenswell Road. 

At the close of the nineteenth century, fifty years after the arrival of the railway, the number of dwellings in the town had risen steeply from 668 in 1851 to 1,614 in 1901 and in the same time span the population had more...
large detached houses. In the first decade of the twentieth century the urban district council strove to provide decent working class housing by building rows of terraced houses in Dargan Street in Little Bray, and St Kevin’s Square and James Connolly Square, to be followed in later decades by houses in Wolfe Tone Square, off Vevay Road, and St Patrick’s Square and St Cronan’s Road in Little Bray. Hudson’s row of poor cottages off Main Street, built as late as c. 1860, was demolished, as was the surviving row of thatched cottages near the town.

Comparison of the 1909 and 1937 Ordnance Survey 1:2500 maps, however, shows a town that did not change materially in the first part of the twentieth century. A period of economic depression during the second world war brought its restrictions upon movement across the Irish Sea, was followed by a short-term revival, particularly in the immediate post-war years when visitors thronged in from austerity-dominated Britain. Bray continued to operate as a popular holiday resort, both for Irish holiday makers, including large numbers of factory workers from Northern Ireland, notably in the summer around 12 July, and for British visitors from the industrial towns and cities of northern England and Scotland. The era of the traditional seaside holiday ended, however, in both Ireland and Britain in the late 1960s and early 1970s, with the rise of package holidays and the new freedom to travel offered by the motor car.

Fortunately for Bray, this decline of its resort function coincided with the considerable expansion of Dublin. The convenience of rail travel already meant that many workers, mainly white-collar, travelled to Dublin daily, from the 1960s onwards Bray became a dormitory town, desirable for commuting in return for easy access to the capital with lower land prices and fresher air. The inland Harcourt Street railway line had been closed on 1 January 1959, but the opening of the electrified rail service (Dublin Area Rapid Transit or DART) along the coastal line in 1986 gave new importance to the rail link with Dublin. The railway line, rather than the main road, carrying the train, including several on the sea front itself, acquired a new service role as nursing homes. Extensive housing estates have been built on the grounds of the large late-Victorian houses around the town, extending the urban area inside the old demesne bounds of Killruddery House to the south and as far as the new Dublin–Wexford road (now bypassing Bray as the M11) to the west, and spilling northwards of Little Bray beyond the urban district boundary to Corke Abbey and the north side of Old Connaught Avenue.

A large Roman Catholic church and a new courthouse have been built at Ballywaltrim on the south side of the town. Pressure on land close to the town centre has finally affected the grounds of the Loreto Convent; houses now occupy the walled garden and a large area at the southern end, while St Thomas’s Community College has been built within the northern perimeter. There was major flooding of the old coastal plain of the Dargle in 1931, 1965 and 1985, but the opening of the new harbour piers, with a fall of up to three metres in the level of the beach at the northern end, so that by the time of extensive coastal protection measures are due to be undertaken at considerable cost in the late 1990s.

The new wall had hardly been completed when the town commissioners were concerned at damage caused by autumn gales, and at the unauthorised removal of shingle from the beach close to its base; by 1893 they were already having to take steps to protect the foundations. Erosion accelerated after the building of the new harbour piers, with a fall of up to three metres in the level of the beach at the northern end, so that by the time of extensive repairs in the 1940s the sea wall was described as being ‘in such serious danger to call for an expenditure equal to its original cost to prevent the complete failure of about one-third of the whole’. New coastal protection measures are due to be undertaken at considerable cost in the late 1990s.

The amount of development or renewal of properties along the sea front after 1900 seems to have been inconsiderable, with a large number of the mid-nineteenth-century buildings surviving to the present. There was little retail development, with only a number of shops selling souvenirs and refreshments, together with a few amusement arcades, at the north and south ends. There were also some small outlets selling holiday items in Albert Street. For much of the early 1900s the area to easterly gales continued — and still continues — to cause problems. The new wall had hardly been completed when the town commissioners were concerned at damage caused by autumn gales, and at the unauthorised removal of shingle from the beach close to its base; by 1893 they were already having to take steps to protect the foundations. Erosion accelerated after the building of the new harbour piers, with a fall of up to three metres in the level of the beach at the northern end, so that by the time of extensive repairs in the 1940s the sea wall was described as being ‘in such serious danger to call for an expenditure equal to its original cost to prevent the complete failure of about one-third of the whole’. New coastal protection measures are due to be undertaken at considerable cost in the late 1990s.

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The following information relates not to any single administrative division or the sheet lines of any particular map, but to the built-up area of Bray at each of the dates referred to. All grid references used are derived from the Irish National Grid. This grid appears at 100 m intervals on Map 3. In the Topographical Information grid references are included where possible for names remaining unchanged on successive Ordnance Survey maps, only the first occurrence of the Ordnance Survey spelling is cited.

The section on residence is not intended to embrace more than a small fraction of the town’s dwelling houses. The main criteria for inclusion are (1) contribution to the townscape, past or present; (2) significance in defining critical stages in the history of the urban or suburban housing; (3) abundance of documentation, especially for houses representative of a large class of dwellings. Biographical associations are not included unless a ground for inclusion. Abbreviated source references are explained in the bibliography on pages 15–16 or in the general list inside the back cover.

1 Name

2 Legal status

3 Parliamentary status

Topographical Information

19. A drawing of the Bray mill in 1807 confirms that the Darke River flowed close by the mill wheel at this period (Nicol). If any particular map, but to the built-up area of Bray at each of the dates referred to.

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4 Proprietorial status

Lands on 'one side and the other of the water of Brien' granted to Walter de Ridelesford (by crown in c. 1173 (MED 13a. Scott, 208-9; surrendered to crown in 1280-81 (Irc. doc. ire., 1252-1254, 377)).

Subsequent history of manor complex: short leases granted by crown, earls of Ormond 130-15th c. (Irc. doc. ire., 1285-1307, 2016, 354c); Ormond deeds, ii, 208-11; iv, 176-7; held by Archbishops, Fitzwilliams and others late 15th and 16th c. (MED. P20; largely in hands of Sir William Brauboon, 1st earl of Meath, in 1624; c. 1625. Little Bray and 18 acres of land adjoining sold to 1st earl of Meath in 1637 (WN1. 171)).

Maro of Great Bray partitioned between 1st earl of Meath and Oliver Fitzwilliam, earl of Tyrconnell, in 1666; 61-year lease of Tyrconnell portion to Meath, rent £40 a year and 6 salmon (MED 162; c. 1637).

5 Municipal boundary

Township defined in 1857, extended in 1866 (see 2 Legal status); 1870 (OS). Urban district area extended in 1979 (Bray directory, 1971; 1981 (Development Plan) (Fig. 4).

6 Administrative location

[Great Bray:]

County: Dublin 1290 (Cal. doc. ire., 1285-92, 315); Wicklow 1606 (NH1, ii, 42-3, 107).

Barony: "barony of Bre" 1207 (CS), 1290 (Cal. doc. ire., 1285-92, 293).

Civil parish: "municipality of Bray" 1655 (NH1, ii, 42-3, 107)."municipality of Bray" 1734 (NHI, ii, 107-8).

District electoral division: Bray, formed in 1899 (61 & 62 Vict., c. 37).

Barony: 'barony of Bre' 1207 (CS), 1290 (CS). Rathdown 1655; "municipality of Bray" 1837 (OS). Bray, town and vicinity 1907 (local information). 18th-19th c. (source: C.)

53). Rathdown 1655

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7 Administrative divisions

Wards: East, West, Little Bray defined in 1866 (29 & 30 Vic. c. 261); 1860 (Municipal map).

8 Population

Bray, town and vicinity 1800 c. 2000.1 (Great Bray) and Commons Bank 1821 2029 1841 2243 1861 2736

Little Bray 1815 256 26 1821 468 1841 901 1861 1446

1831 1168 1841 2271 1861 3455

1 Nearly 2,000 souls (Wakelife, ii, 793).

2 Probably already on ( Census, 1659).

3 Extended from 1.385 to 1,880 acres.

(See Census, except where otherwise stated.)

9 Housing

Inhabited Uninhabited Building Total

Number of houses

1st-class (Great Bray and Commons Bank) 1861 24 14

2nd-class (Great Bray and Commons Bank) 1861 57 53

3rd-class (Great Bray and Commons Bank) 1861 108 90

Unoccupied Total

1st-class (Great Bray and Commons Bank) 1841 26 117 148 91 39 421

2nd-class (Great Bray and Commons Bank) 1841 26 162 151 113 97 324

3rd-class (Great Bray and Commons Bank) 1841 26 162 151 113 97 324

Total 1861 24 14

1 Great Bray (Price, 1931, 167).

10 Streets

Adelaide Road Part of Meath Road 1866 (Thom), 1870 (OS). Renamed Adelaide Road, after John Brennan's daughter (see Brennan's Parade), in 1907 (WN 22.6.1907; BTC 2.7.1907); 1909 (OS).
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Hudson's Lane or Terrace Upper

Purcell's Square or Old Connaught

Mount Pleasant

Kingsmill Avenue

Novarra Avenue or Navarra

Old Dargle Road

Pease Road

Quinsborough Road

Sea Road

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12 Defence


Ravenswood Castle, Sisters Rd, Dublin Rd E., in Ravenswood House (see next entry). Known 1601 (Bk Ormond, 3.6.1771), 1837 (OS). Disused 1902 (BTC 15.3.1885). Closed, 1908 (BTC 18.6.1908). The building is said to have been used as a coastguard station.

Little Bray Castle, St Liwian Rd W. 1837 (OS). 14 Primary production
Gravel pit, Dublin Rd W. 1837 (OS).
Great Bray wood, adjacent to S. side of Dargle R., site unknown. 1679 (MED 723).

13 Administration

Gallows, location unknown. 1797 (FJ 26.6.1797).
Stocks, location unknown. 1803 (FJ 31.3.1803).
Courthouse, Main St N., end (62688380). Courthouse c. 1824 (Irwin, 1825). Unnamed 1838 (Brown, 3.6.1838). Courthouse, Old courthouse, site of present railway station (see next entry). 1848 (Bray railway station).


Doorway, location unknown. 1908 (OS). 1908 (OS). 1908 (OS). Location unknown. Location unknown. Location unknown. Location unknown. Location unknown. Location unknown.

14 Primary production

Fishery, freshwater, salmon, brown trout and sea trout, in Dargle. Rented annually at half a crown (c. 1826 (see Dargle fisheries) (see next entry)), 1858 (Val. 3.6.1858).

15 Manufacturing
Brewery, location unknown. B. Walker 1925 (Slater).
Gravel pit, Meath Rd E. (70508455). 1870 (OS).
Gravel pit, Albert Ave S. (70108580). Disused 1870 (OS).
Lime kilns:
- Malt house, Mill Lane, W. end (62008770), associated with brewery (see previous entry) and mill race 1870 (OS).
- Malt house, Mill Lane, W. end (62008810), associated with brewery 1870 (OS).
Coal yard, in grounds of former fever hospital (see 5.7.1861). 1870 (OS). Converted to private residences and commercial premises, The Berkeley 1937-97 (OS).
Brewery, location unknown. George Seymour 1788 (Lucas).
Brewery, location unknown. Joseph Martin 1788 (Lucas).
Malt house, Mill Lane, W. end (62008770), associated with brewery (see previous entry) and corn mill (q.v.) 1808 (MEL 10, 16.7.1808); 1839-1909; unfamiliar 1897-90 (OS). Convered to private residences and commercial premises, The Maltings, in 1993 (BP 10.9.1993).
Tamps or 'several tamps', location unknown. Authorized by crown in 1628 (Cat. rol. pass., 1625—32, 339). Fencing materials used in 1883 (BP 1983).
16 Trades and services
Market, in Main St, S. end, adjoining market house (see previous entry). Also sides Main St defined in 1893 (BTC committee bk 8.11.1893). In use as temporary and straw market 1840 (see next entry).
Huy and straw market, temporary, in market place (see previous entry). 1884 (BTC committee bk 8.11.1884). In use as temporary and straw market 1840 (see next entry).
Fairs. Twice-yearly fairs, St Martin’s Day (11 November) and St Philip and St James (1 May) 1846 (Cat. doc. Ire., 1625—32, 148). New patent from crown, twice-yearly fairs, May and September 1826 (see 19.9.1826) and 5.10.1827 (OS). For a list of fairs in 1895 see 29.9.1895. 19.9.1826 (FJ 19.3.1826).
Fair, M. 1 May and 20 September, for fritter, flanne, cattle and sheep market 1822. 1884 (BTC committee bk 8.11.1884). 15.9.1824 (Pigot). 4 new fairs added in 1833 or 1835 (Fairs and markets rept, 315). 4 fairs a year from 1871 to 1875, reduced to 3 fairs a year in 1876; amended in 1879 13.12.1879, 30.12.1879, 8.9.1879; 1909 (OS). Fairs due transferred from 11th Earl of Meath to Bray Township Commissioners in 1890 (FJ 23.3.1890).
Market fair: started by Bray Technical School in 1896, apparently discontinued after May and August fairs 1890 (FJ 22.4.1890, 6.8.1890).
Fair green, near Main St, S. end, unknown. 'Green spot of ground where the fair is commonly kept' 1969 (MEL 255).
Fair green, Little Bray, on Bray Commons (see 14 Primary productions). 1838 (A.D. 1904).
Fair green, Main St W., in Castle park (see 14 Primary productions). 'Formerly called the Castle park or fair green' 1858 (Cat. doc. Ire.).
Fairs, street on the 'streets of Bray' 1869 (BTC 6.12.1869). Transferred to fair green in 1870 (OS).
Fairs: Royal Hotel. 1846 (Slater). Railway: Livery stables and posting establishment.
Mills 1666 (MED 161), 1730 (MEL 10, 21.10.1730). 13
Market place, in Main St, S. end, adjoining market house (see previous entry). Also sides Main St defined in 1893 (BTC committee bk 8.11.1893). In use as temporary and straw market 1840 (see next entry).
Huy and straw market, temporary, in market place (see previous entry). 1884 (BTC committee bk 8.11.1884). In use as temporary and straw market 1840 (see next entry).
17 Transport

Foot, on or near site of later Bray Bridge (q.v.). 157 (OS).

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Bray Bridge. Stone bridge 1666 (A-bridge) 1736 (Barese). Collapsed in storm and replaced by new arch in 1741 (Scott, 163); 1838 (OS); 1842 (Batrill). 'Old dilapidated bridge' 1849 (Thorn). Replaced by new arch bridge on same site by 1870 (FJ 25.7.1870); 1874 (Ir. Builder 7.2.1877). Bridge probably footbridge, court,S. side. 1838 (OS).

Footbridge, over Cockbrook, Strand Rd (73158150). 1838 (OS); 1841 (Meath map, 1841). Railway bridge, over R. Duley built in 1834 (see below, Dublin & Wicklow Railway; 1870) (q.v.).


Lightouse: in operation from 1897 (BTC 1.9.1897); 1909, 1937 (OS); destroyed in storm 15.7.1973; restored in 1977 (BTC 23.7.1977).

Joshua Plowden's Hotel, Main St, W. end (64158875). Opened in 1860 (Marshall, 29), demolished c. 1900 (Ledwidge, 29; local information).

Public water pumps and fountains:


Streets: Ravenswell Road); 1998.

Galtrim House Hydropathic Establishment, Quinsborough Rd N., in Galtrim House (see 6.12.1874, Bray Bridge Schools, Castle St E., C. of I., boys and girls. Site acquired from 10th earl of Meath in 1837 (Weld, 8). 'Great Bray', location unknown. Opened to serve Bray parish in 1836 (Weld, 8).


Woodbine House, Seapoint Rd S. (64258835). Woodbine Lodge boarding house ‘convenient
24.4.1816), 1838 (OS), 1852
Fair Hill ‘a bathing lodge’ 1838 (OSN), 1856 (Slater). Galtrum House 1860 (Thom),
1852-70 (OS), 1870 (BTC).
Beechtree, Killarny Rd W. (59708070). Rich View 1837 (Lews, i, 222), 1838 (OS)
‘Bathing lodge’ 1838 (OSN). Rich View 1822; Beech Hurst 1893 (Thom), Beechurst
1899, 1909–73 (BTC).
Bray Cottage, Killarney Rd W Unnamed 1838 (OS). Bray Cottage 1846 (Slater),
1863 (BTC). Oldcourt, Vevay Rd W., 0.5 km S. of 61157940. Unnamed 1838 (OS).
Oldcourt House 1858 (BTC, Thom, 1852). Novara House, Novara Ave N. Unnamed 1816 (Taylor). Navara
1837 (OS, B.C. 14.10.1860); 1862
Fontenoy Terrace, Strand Rd, S. end, 0.25 km S.E. of 74707940. Unnamed 1859 (Bray strand)
Aravon House, Meath Rd W. (70108235). 1864
Royal Marine Quay, Killarney Rd N., 5 houses, 1862 (Thom), 1870–97 OS. Partly in commercial use.
Goldsmith Terrace, Quinsborough Rd S., 12 houses. 1863 (Thom), 1870–97 OS.
Millward Terrace, Meath Rd E. Built in 1864 (datestone). Millward Terrace, 4 houses 1870, 1876
Beechurst 1899, 1909–73 (BTC).
Bray Head, Headland Rd S., 0.3 km S. of 70007940, on site, perhaps incorporating ruins of Newcourt (a.
Presentation College RA 1920 (P 13.3.1996). Part of Presentation College 1998. For another Bray Head House, see above.
Aravon House, Meath Rd W. (70108235). 1864 (Thom), 1870 (OS). Converted to school in
1866 (see 20 Education: Aravon School). Named from inverse spelling of Novara (O.S.
plan).
Manse, Methodist, Eglinton Rd W. (65086030). Built in c. 1864 (Dublin Builder 15.3.1865).,
1870–97 OS. Converted to the present use of the present use.
Mount Herbert, Herbert Rd N. (58255480). Mount Herbert 1868 (Thom), 1870–97 OS
(1898 nameplate).
Head Row, Sidmonton Rd E. (69558220). Head Row 1870 (OS). Incorporation into Aravon School
in 1894 (see 20 Education).
Rock Brae House, Newcourt Rd W. 0.1 km S. of 63497940. Built in 1875 (Hayden, 14.
Rock Brae 1888 (Thom), 1909–78 OS). Converted to headquarters of District Local
Rectory, Bracken Rd S. (62280815). Built in 1843 (BTC litre 1.9.1879).
Rectory, Bracken Rd S. 1885–1978; unnamed 1997 OS.
Dalgan House, Vevay Rd S. Dalgan Lodge House, built in 1880; lower floor in commercial use
1880; upper floor converted to Meath Hospitals Chalcology (Ir. Builder 14.12.1884). See also
Presentation Order in 1920
Carrigbrae, Vevay Rd W. (63158045). Eden View 1816 (FJ 24.4.1816), 1838 (OS), 1852
(Vol. 1). ‘Bathing lodge’ 1838 (OSN). Present Cottage 1837 (Lews, i, 222),
1863 (BTC). converted to residential use in 1899.
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Seal of Bray Township