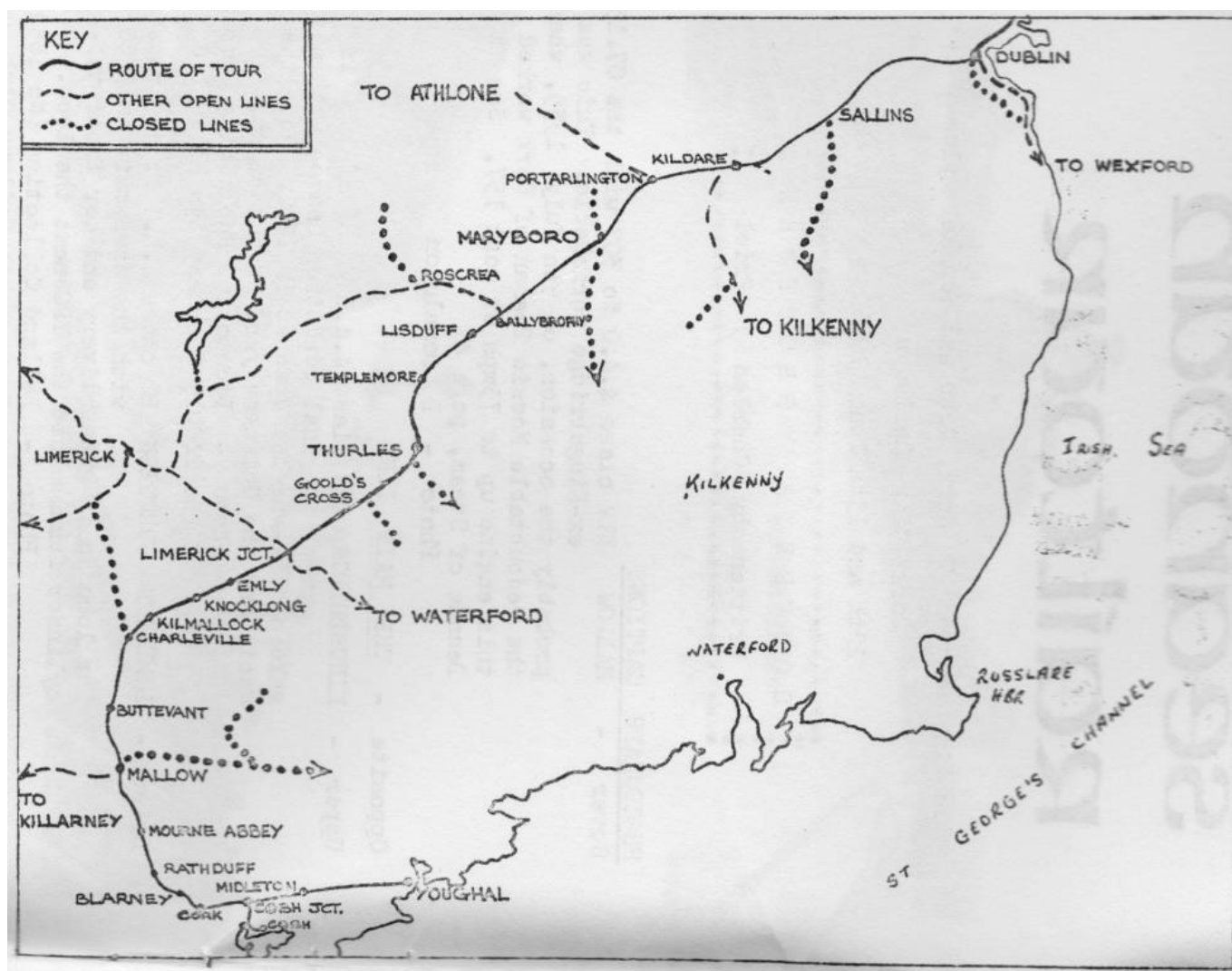


seandún raíltour



Cover Photograph: Mallow, D12 class 4-4-0 No.307 with the 07:15 ex Kingsbridge perishable. This was probably the occasion on 5th July 1955, when the redoubtable Mossie Teahan of Cork worked this engine up to 73mph at post 157. See "A Decade of Steam", page 41. (D Donaldson)



seandún railtour

Dublin (Heuston) To Cork, Cobh and Youghal plus

Cork City Railways

12th and 13th June 1976

* SOUVENIR BROCHURE *
* Written by Charles P. Friel *

It certainly seems strange that our Society should wait until its eleventh year before starting a tour out of Kingsbridge and is all the more strange since every one of our two-day tours have passed the nearby Islandbridge Junction. A Society-owned engine has been here in fairly recent times, though. In September 1968 No.186 worked an Irish Railway Record Society outing to Kilkenny, deputising for her younger but mechanically not-so-sound sister No.184 which was engaged in the filming of "Darling Lili" at the time.

Kingsbridge station, now re-named Heuston, is held to be, architecturally, Ireland's finest but its development to the present five passenger platforms is of very recent date. For long the terminus had only arrival, departure and military platforms, the latter on the departure side. The shortage of platforms often led to some sharp shunting as a Cork, a Kilkenny and a Kerry train raced down the Gullet in quick succession. The Christmas rush or All-Ireland Sunday often meant that trains to the south used Amiens Street or even Westland Row but nowadays Kingsbridge is equipped to handle the traffic which should come here naturally.

As we leave Kingsbridge, the Guinness sidings are on the Down side (i.e. our left). Once the sidings extended through the boundary wall of the yard and continued along the public road to Guinness' yard and brewery and it was on this section of line that the Society's first loco spent its working life. Road widening in 1965 closed the line and the traffic is worked between brewery and yard by road lorries. The main Kingsbridge goods yard lies on the Up side, between ourselves and the Liffey. On the same side lies the all-electric signal cabin which controls the station and its approaches from Inchicore and the loop

line through the Phoenix Park tunnel. The present cabin replaced three others, one of which is visible in the illustration in this brochure.



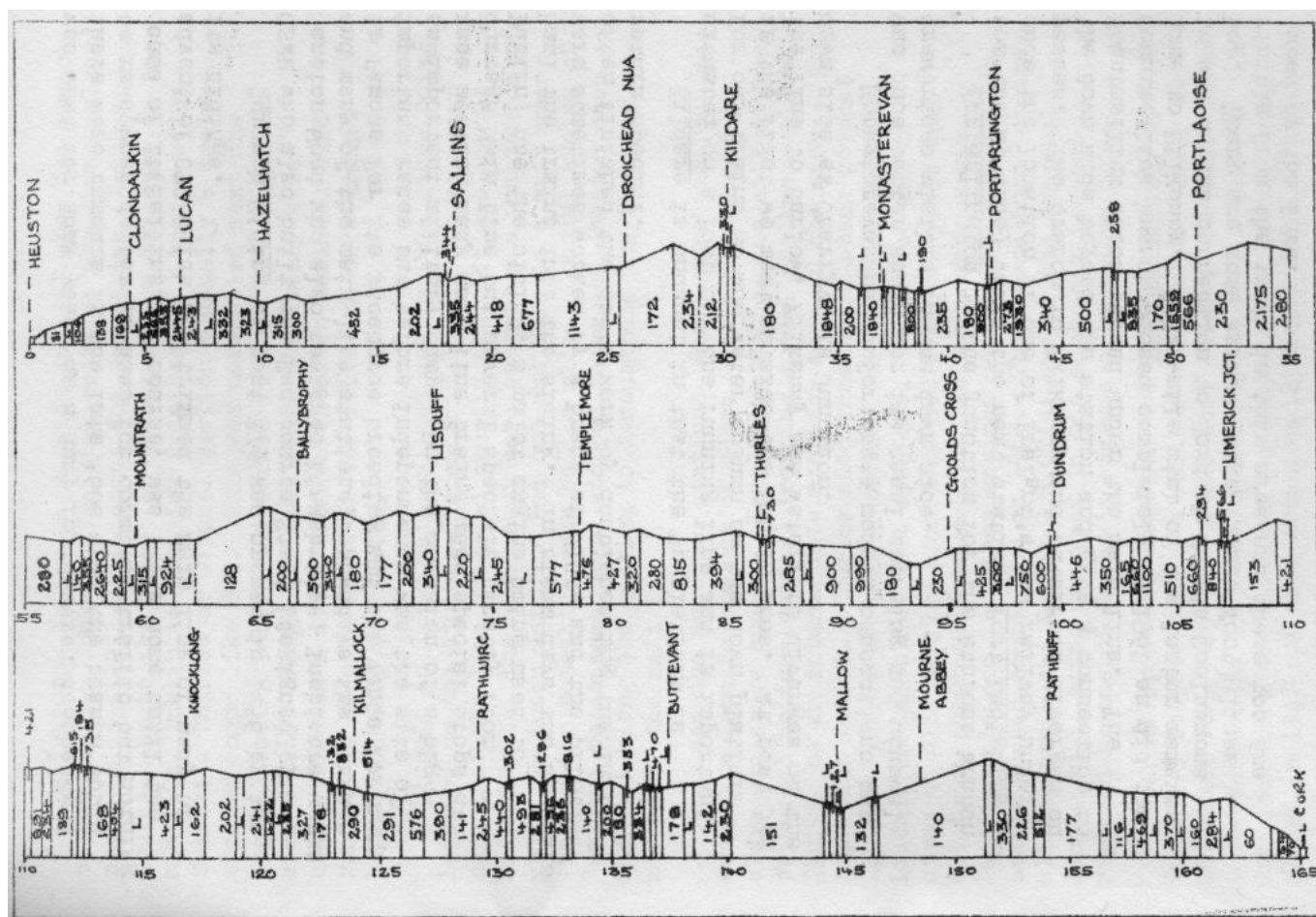
Kingsbridge: D14 class 4-4-0 No.86 of 1866 in original condition leaves with a rake of six-wheeled coaches in 1900. Note the cabin and the Guinness yard on the right. (Locomotive Publishing Co, 24801)

A quick word about mileposts: they are on the Down side measured from zero at Kingsbridge and numbered continuously to Cobh.

Immediately after Islandbridge Junction, with the Up line trailing in our right, the Gullet begins with a gradient of 1 in 84 which eases at Inchicore to 1 in 138 and continues thus to Clondalkin. The full gradient profile (as far as Cork) is shown below, so comments here will be limited to the more important gradients.

In a country where lines came about in a bit and piece fashion, the Great Southern and Western main line was one of the very few to be planned and built as an entity. The route was modified from time to time but once building began changes were few. The first section of line to be opened was to Carlow in 1846 but when the section to Ballybrophy was opened the following year, Carlow was left on a branch (later extended to Kilkenny). Limerick Junction was reached in 1848 (two months after the Waterford and Limerick had passed the same spot) and the temporary Cork terminus at Kilbarry was opened in 1849. It wasn't until late 1855 that the engineering difficulties associated

with the 1,350-yard Cork tunnel were overcome and trains able to use the present station (then a terminus).



At Inchicore we go onto the section of line now governed by Centralised Train Control (CTC) which came into operation last December. All the cabins from Clondalkin to Mountrath are closed and trains north of Ballybrophy are under the control of the new CTC box at Dublin Connolly station. Inchicore cabin remains in use and controls the entrance onto the CTC section. If the first section (to a point near Lucan) is clear, our train will pass Inchicore's advanced starter and from there on our progress will be represented as a series of lights in the control box. Running loops are provided at Hazelhatch, Sallins, Kildare, Portarlington and Port Laoighise and these allow slower trains to be overtaken. The signalling, by the way, allows for full braking from 90mph. As our train approaches the last control signal before Ballybrophy, our train will be offered in the usual way and from there on signalling will be by traditional block instruments. The CTC also controls the Kilkenny line as far as Athy and the ex-GSWR Athlone branch as far as Tullamore.

Sallins was formerly the junction for the Tullow branch, which closed to passengers in 1947 and to all traffic in 1959. The stub of the branch (on the Down side) was used for some years as a dump for disused coaches and there were rumours in the late 1960s that the branch would be reopened as far as Naas for commuter traffic but nothing came of it. Sallins, of course, was 186's home until the advent of CTC which has trimmed the main line of many of its sidings.

Curragh Siding at post 27½ was opened in 1856 by the GSWR who also built the Racecourse Stand (designed by Sancton Wood who also designed Kingsbridge, Inchicore works and many of the main line stations). Nowadays the Curragh is famous for its racehorse breeding and the venue for many important races but before independence was the site of an important military camp. On the occasion of a big race meeting many main line trains make special stops at Curragh Main Line but several specials, (mostly from Dublin) use the siding, a pilot engine being used to haul the trains into the siding. In steam days the specials were sometimes worked by a brace of J15s and the pilot often finished the day's work by double-heading the last return special.

Kildare is unusual in that the Up platform is situated on a loop off the running line and is important for our trains as the water column on the Down platform is the first we meet outside the Dublin area. At post 32½ the line to Carlow, Kilkenny and Waterford diverges on the down side at Cherryville Junction.

Monasterevan has unfortunate modern connections but was once better known for its canal crossing and unusual drawbridge visible on the Down side.

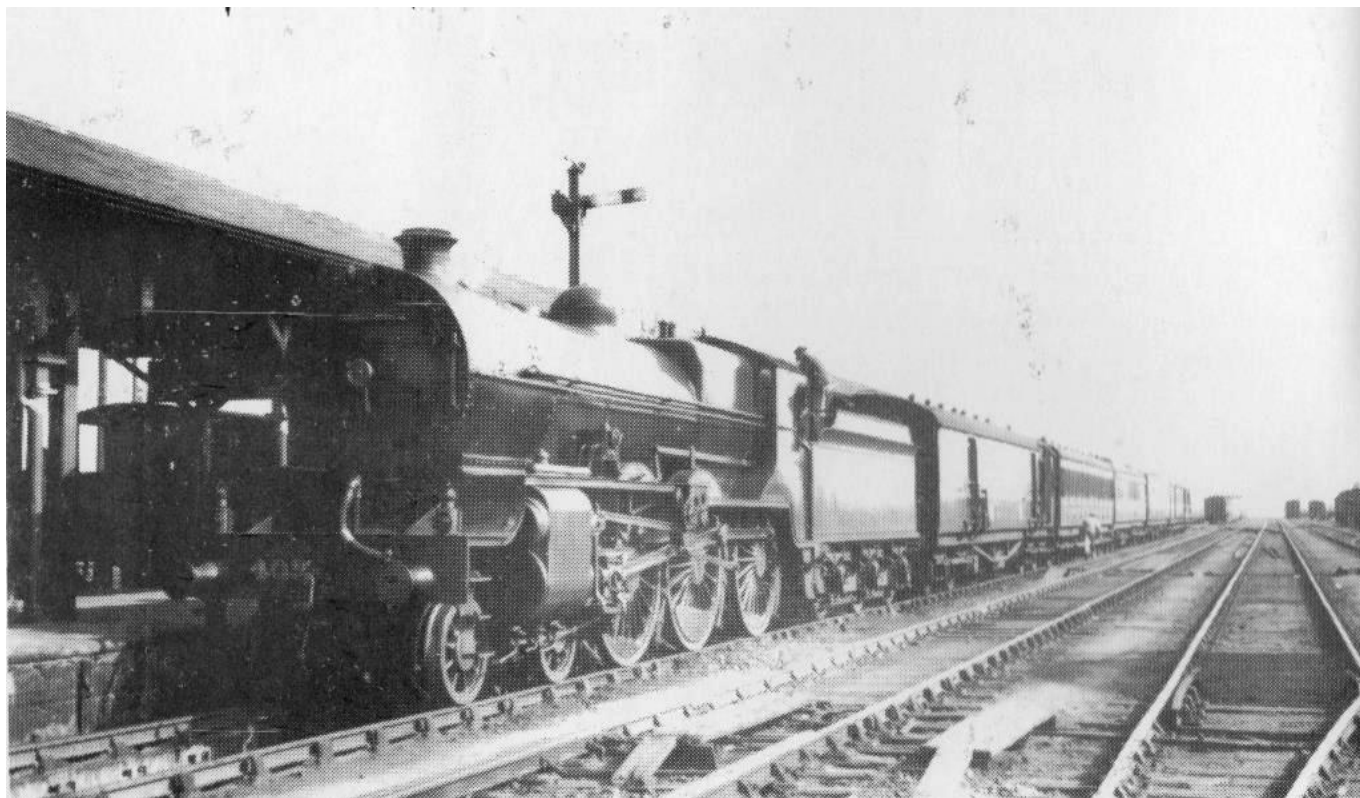
Portarlinton is the junction for the Athlone branch (on the Up side) while the next station, Port Laoighise was once the location of one of Ireland's few railway underpasses. The branch to Kilkenny and Waterford diverges on the Down side beyond the station and gave a connection to Mountmellick which passed under the main line. The Mountmellick branch closed completely in 1962 as did the line to Kilkenny. A two-mile stub of the latter remains in use as the connection to Bord na Móna's Coolnamona bog. There are some narrow gauge (three foot) lines visible from the train in this area and these too are owned by the Bord.

Ballybrophy became a junction in 1857 when the branch to Roscrea was opened. The high cabin on the Down (island) platform is a 1922 replacement for two cabins (North and South). Up to the advent of the mainline railcars in the mid-1950s, Dublin to Limerick (via Roscrea) trains often carried a Thurles or Clonmel portion - usually a twelve-wheeled composite like 861. This was marshalled next the engine leaving Dublin and worked forward by a mogul or even a 4-6-0, though in later years the twenty mile connection was a 4-4-0 turn, which often demanded hard running to keep in front of the following Cork train booked non-stop to Thurles.

Lisduff is CIÉ's main ballast quarry (the other being Lecarrow on the Athlone-Claremorris line). It was near here that the line subsided, shortly after it was opened and MacNeill, the civil engineer, bought up a plantation of young fir trees which he had cut and laid, as a raft over the bog for something over half a mile. Special trains of "eminent personages" were stopped there and shunted over and back along the section to demonstrate the floating motion of the raft!

Between the next two stations, Templemore and Thurles, several mileposts are out of place, so be warned not to claim excessive

speeds. Templemore is now the site of the principal police (Gardaí) training school and has replaced Thurles as an intermediate stop for many of the more important trains. Thurles shed remained a steam outpost for some years, providing engines for the Clonmel branch, Lisduff ballasts and beet specials. After the end of steam on CIÉ, Thurles housed No.800 for some years (and 801 for a short time as well) while the nearby sugar factory retained its steam engines until 1973 though they hadn't worked, since 1968 or 1969. There were three engines, all Orenstein and Koppel 0-4-0Ts; one of the original locos, No.3, being scrapped in the early sixties and replaced by one of Mallow's engines of the same type.



Limerick Junction: B2 class 4-6-0 No.409 pauses with the Down mail in 1950. The loco is in green livery and her final two-cylinder form. Note the TPO next the loco. (Kelland Collection, 185)

Near milepost 87¾ diverged the Clonmel branch, opened in 1880. Despite having a railbus on it in the early 1950s and being very busy during the beet season, the line closed to passengers in 1963 and completely in 1967. Goold's Cross was once the junction for Cashel, the branch being closed in 1947 but used occasionally until 1954. It is of interest to note that originally the line to Cork was to run via Cashel and south of the Galtees. Even though the official name of the company was always GS&WR, it was known as the Dublin and Cashel Railway and GS&WR shares on the Dublin stock exchange were known as "Cashels" until the amalgamation of 1925.

Near post 106¾ is Kyle level crossing, the junction for the 1967-built direct spur to the Limerick Junction to Limerick line. Apart from the daily Sáirséal express and passenger specials, the principal traffic over the spur is the heavy cement traffic from Castlemungret to Athy and Cabra. Limerick Junction is well known to anyone who has ever read

an Irish railway book and has been known to keep generations of disbelieving authors busy for a whole chapter at a time - we need not add to the recitation here.

The falling grade through Kilmallock was the scene of the record-breaking speed exploit of No.800 while on trial; her maximum has been variously quoted as 93, 95 and 98 mph.

At Rath Luirc (Charleville) the "direct" line from Limerick via Patrickswell and Bruree came in on the Up side just north of the station. The line closed in 1934 but continued to be used for some years by a daily goods and by pilgrim trains en route from the Cork and Kerry areas to Claremorris; it also carried a considerable cement traffic from Limerick during the construction, of Cork Airport. Before 1906 the junction here was triangular and after 1924 was the site of the first Irish electrically-controlled junction and remained thus until its complete closure in 1967. The branch was unexpectedly visited by 800 on one of her proving runs from Cork; fortunately the engine was stopped before the first overbridge which certainly wasn't built with 800 in mind.



Mourne Abbey: D10 class 4-4-0 No.313 restarts the 07:10 stopping train from Rosslare Harbour to Cork on 27th March 1956. (D. Donaldson)

Mallow, at post 144½, is today an important junction station and sees much interchange traffic between trains from Cork and Kerry. Before 1967 the line from Waterford (via Dungarvan and Fermoy) came in on the

Down side north of the station. For steam men, Mallow is important as the home of the diminutive tank, No.90. She is preserved on the Down platform at the north end, in the open. She began life in 1875 as a railmotor for the Castleisland and Gortatlea light railway and was designed to haul a coach and a handful of wagons. It was converted to a more conventional engine in 1890. In the fifties she worked mostly around Cork, spending some time at Rocksavage working on Cork quays and Ford's siding and achieving some fame working the Timoleague and Courtmacsherry branch, in West Cork, with sister engine No.100. Withdrawn in 1959, she was originally displayed at Fermoy in early 1962 after earlier plans to exhibit her at Cobh were dropped. She was moved to Mallow in September 1965.

While the Waterford junction had a standard two into one layout, trains leaving Mallow for the South Kerry line run wrong road from Mallow to Killarney Junction at post 145½ where the points are electrically operated. Between Mallow and the junction the line crosses the river Blackwater on the Ten Arches Viaduct; the present structure is a replacement for a Civil War casualty.

Blarney is famous enough in the laments of weeping exiles but was more important in steam days as the dropping off point for pilot engines out of Cork. The village itself was more conveniently served by the Cork and Muskerry Light Railway.

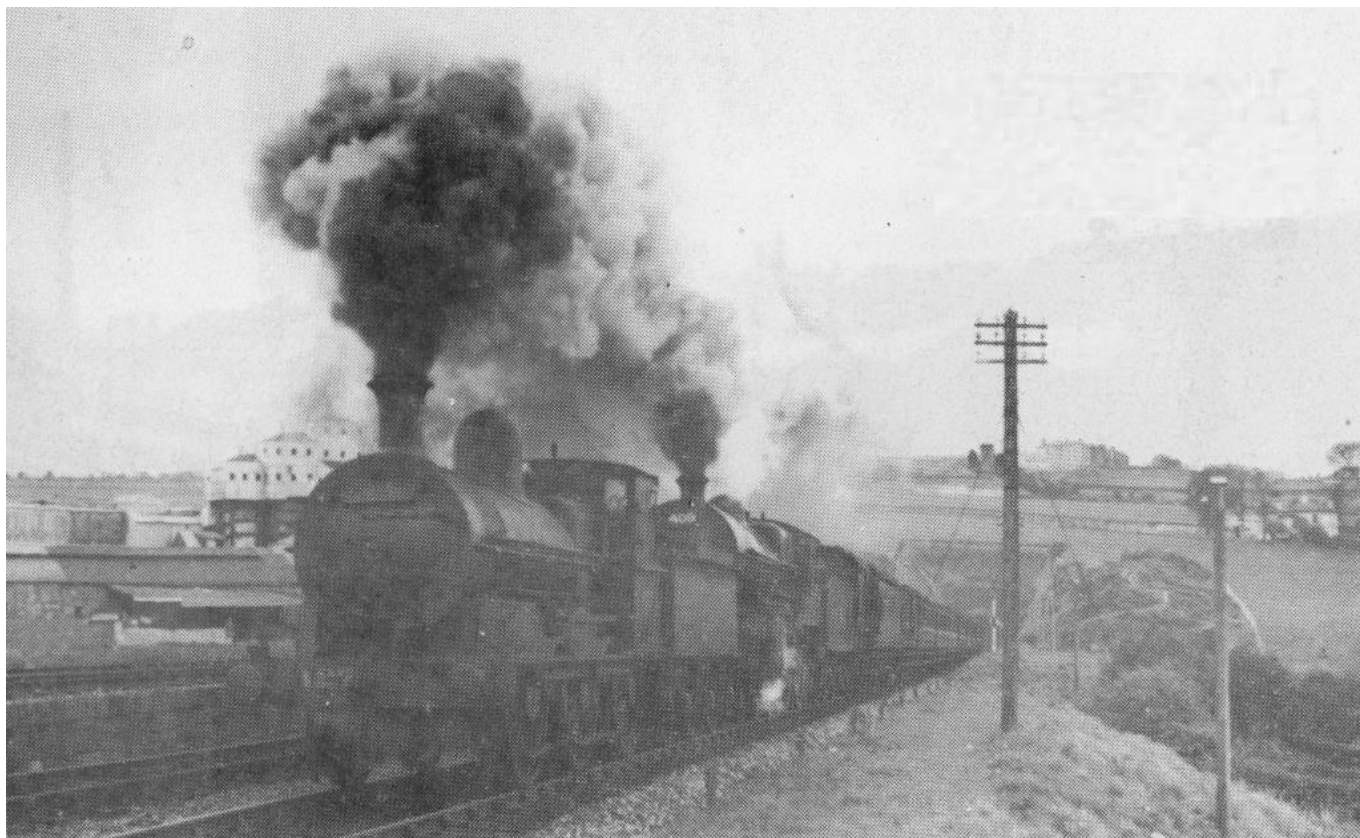
Rathpeacon at post 161½ is the terminus of the "Runs of Goods" from Cork - rakes of wagons are worked up to here and made up into main line goods trains. Between here and Kilbarry we pass over the 100 foot high Kilnap Viaduct. At Kilbarry, on the Up side, can be seen some of the original Cork terminus used from 1849 until the tunnel, just south of Kilbarry, was opened in 1855. Although not the first tunnel in Ireland (that was on the Cork and Bandon), this was the longest and most difficult yet made. It is through hard rock and the engineer once reported that progress was "only three and half feet per week, working day and night". Work on the tunnel was suspended for three years but, despite some fatalities and disputes about the site of the station, the tunnel was completed in April 1855, though delays in completing the passenger station meant that arrangements had to be made in the goods yard to receive passenger trains.

It is quite an experience to rush down through the unremitting blackness with the brakes hard on, imagining the train accelerating away and down only to burst suddenly upon the bright curving station and race along the platform before coming to a stand. As one driver put it, after a particularly hectic arrival with a Woolwich (not noted for their good brake): "Ah, it's not really a terminus anyway".

As we emerge from Cork tunnel we pass under the roadbed of the former Cork and Youghal Railway whose terminus was at Summerhill, high above present track level but more of this in the section dealing with the Youghal and Cobh lines.

Originally trains up through the tunnel were banked but later double-heading was the order of the day and sometimes the heavy Up afternoon

train required triple-heading - perhaps a J15, with a Coey 4-4-0 assisting a 400. The 800s changed all that and succeeded in lifting mammoth loads up the notorious bank (which starts right at the platform ends) and went on to run ahead of the timetable very easily from there on. When diesels began to work on the main line, banking was again resorted to but numerous derailments in the tunnel put a stop to that. Since the diesels are not fitted with sanders, it was the practice for a time to run a 30-ton brake van through the tunnel before the departure of main line trains to sand the road for them.



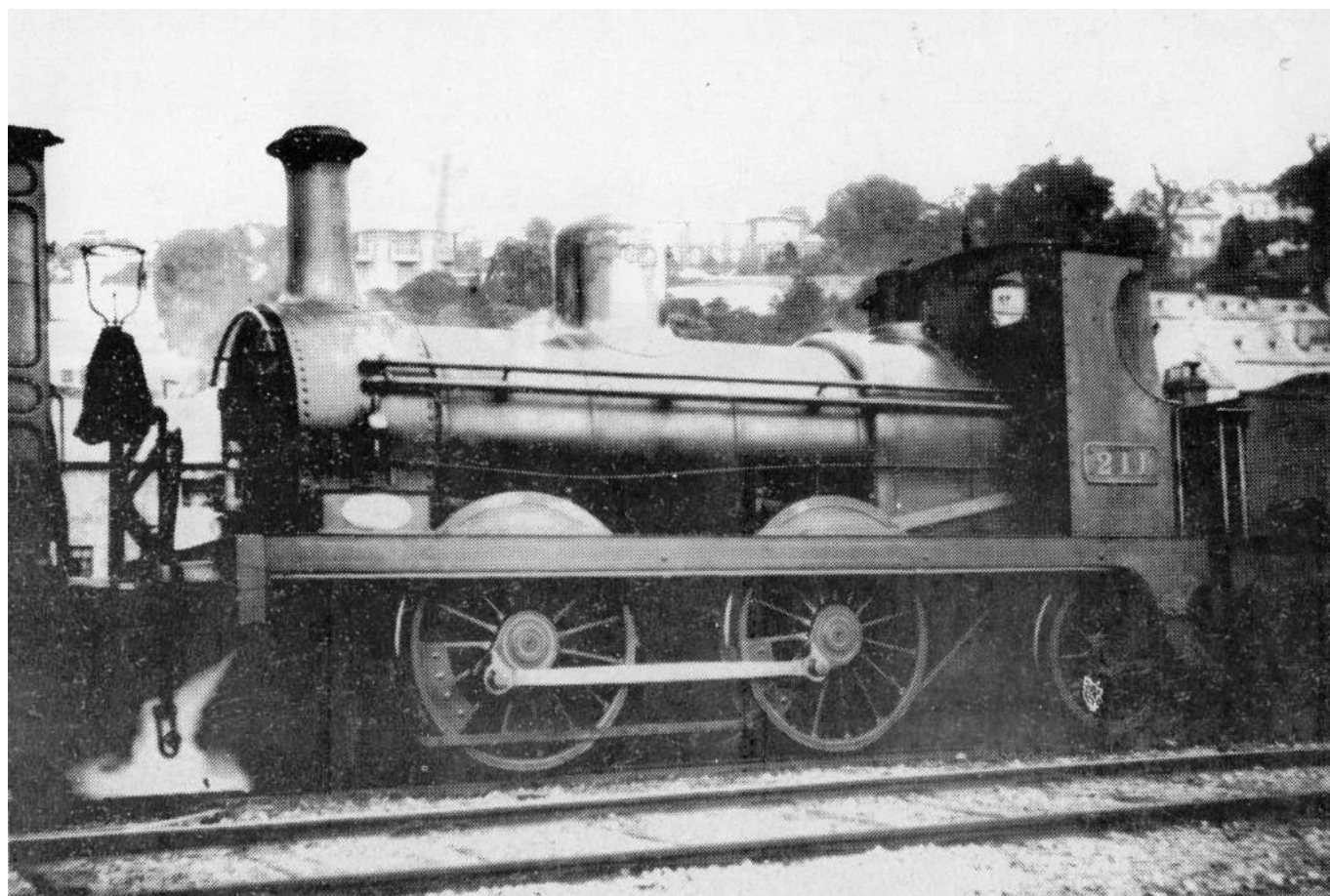
Kilbarry: Superheated J15 No.127 pilots B2 class 4-6-0 No.409 in this photo of the Up Mail emerging from Cork Tunnel in 1950.
(Kelland Collection, 186)

One of the best-known of the main line trains was the American Mail which ran on Sunday mornings only (though later on Thursdays as well). They were introduced in 1864 and were allowed 4½ hours though by 1887 the timing was down to 3 hours 47 for the 177½ miles from Dublin to Cobh. Part of their reputation is probably owed to their being shown as non-stop to the public although they stopped twice en route.

Because of the irregular times of the liners there were no booked trains in the Up direction though usually a train was run for mails and passengers. If there were no mails a special could be arranged for a minimum of six first-class fares.

The traffic between England and Cork led to the building of a new class of engine and the provision of a new set of coaches - of the latter, our own 861 is one of the few survivors. The new stock came into being in 1906 at a time when the steamer service changed ports on both sides of the Channel. The service from New Milford to Waterford

now ran from Fishguard to Rosslare and the two sailings each way gave a daily connection of thirteen hours between Cork and London. To work the trains the GS&WR slightly lightened the 4-4-0s of the 301 class (of 1900) and they were superseded in 1908 by the 333 class and these Coey engines maintained their hold on the workings until the arrival of the Woolwich moguls in 1930.



Cork: Ex-Waterford, Dungarvan and Lismore 0-4-2 No.211 shunting on 6th September 1901. (Ken Nunn Collection, H283)

The First World War disrupted things somewhat with one ferry sunk and the daylight sailings were dropped. This service was maintained until 1941 when the St Patrick was sunk and Rosslare Harbour was closed and the trains stopped running for another six years. The working of the train fell to the railcars in 1954 but the following stopping train remained steam worked for a few years. When introduced the train worked both Limerick and Dublin portions between Waterford and Rosslare, the Dublin portion being worked via Carlow.

Before leaving the main line, a note or two about present-day trains may help you appreciate the other trains which we will see en route. The current passenger service is six each way per day with additional passenger accommodation being provided on the 06:15 mail from Connolly and its opposite working at 15:20 ex-Cork which runs through to Dun Laoghaire pier. Currently the running time varies between three hours and three hours forty-five; there are no non-stop trains on weekdays but changes are expected when the new locomotives arrive. With a few exceptions the trains are worked by Ar class diesels though curiously

the fastest sectional times apply to a train worked by two B121 (single-cab) diesels.

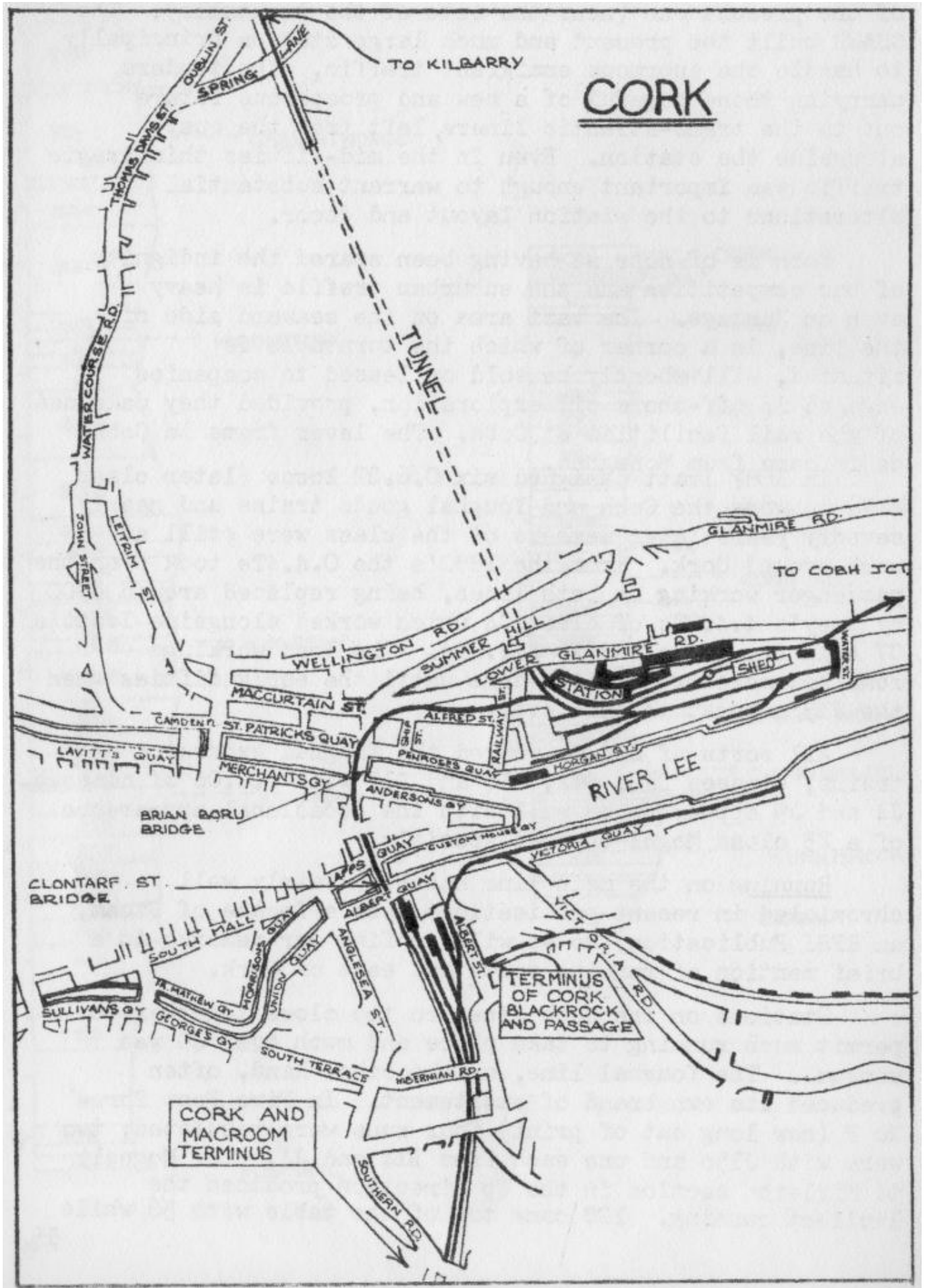
Excursion traffic out of Cork on the main line continues at a high level as Cork supports all three codes of football and the county's hurling team figures largely in all the major contests. A couple of years ago Cork's (regular) appearance at the All-Ireland final resulted in nine specials to Dublin loaded from nine to fifteen bogies.



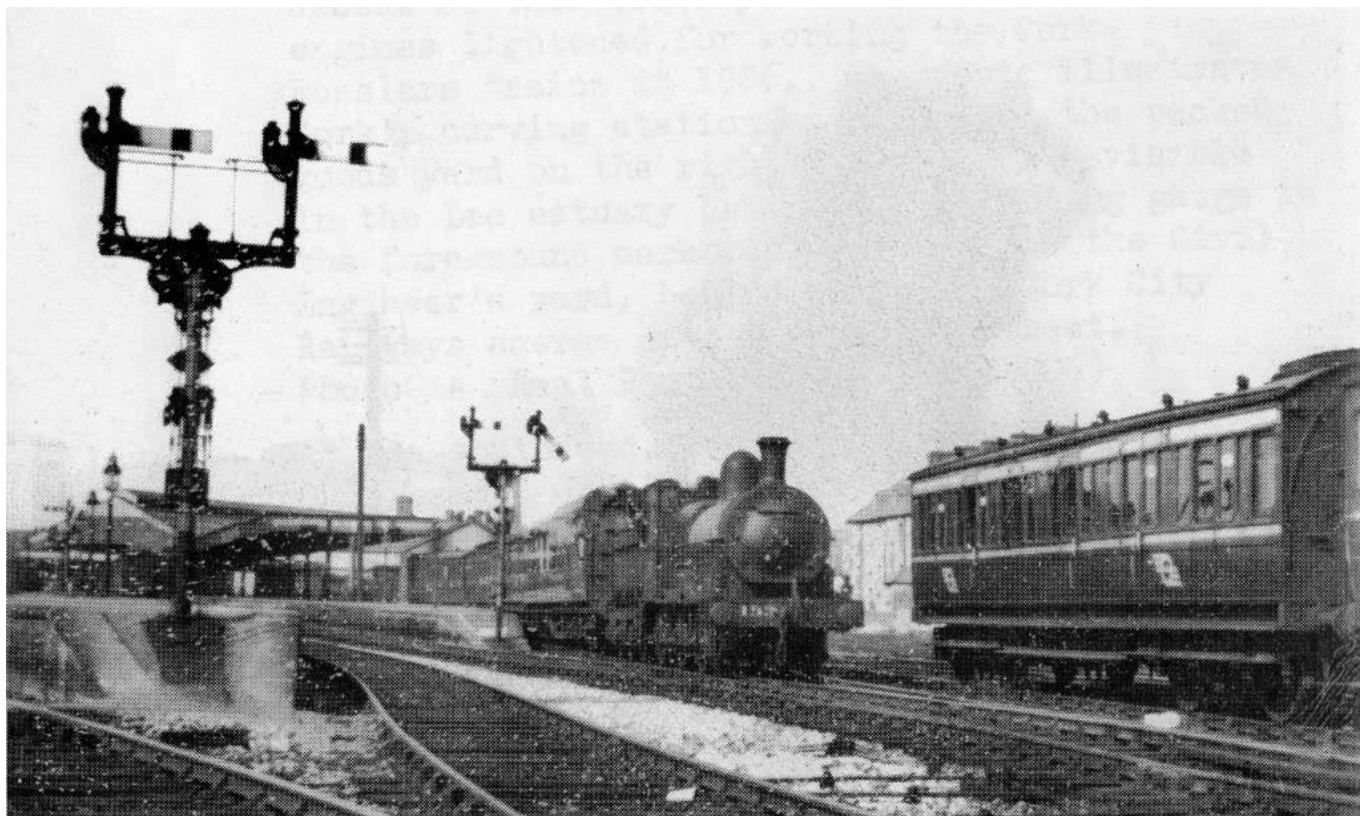
Cork: At the North end looking down from Summerhill. D11 class 4-4-0 No.303 waits to leave with a Cobh to Waterford train some time in the first decade of this century. This is one of the engines lightened for working the Cork-Rosslare trains in 1906. The photo illustrates Cork's curving station building and the packed goods yard on the right with shipping visible in the Lee estuary behind. The loading gauge in the foreground marks the entrance to the Civil Engineer's yard, behind, which the Cork City Railways emerge onto the public street. (Real Photographs, X4006)

Goods traffic is currently undergoing a lean spell though some traffic is being won back from the roads with improved timings and mechanised yards. A fast freight leaves Heuston at 19:50 and runs non-stop to Mallow and serves Rathduff before stopping at Rathpeacon to pin down brakes. The corresponding Up working is tightly timed as well and runs non-stop from Rathpeacon to Hazelhatch where the Up night mail catches it up. There is also a slower goods in each direction which serves Knocklong for tar traffic only. Kilmallock was formerly an important cattle station but now the sidings are used for storing scrapped wagons. Charleville has a healthy freight traffic and, like Mallow, can handle the entire contents of a ten-bogie train of double-decked fertiliser wagons from Shelton. Buttevant has no freight traffic but

ballast trains often use the loading bank when working in the Cork area.



As late as 1906 plans were being made to link up all the city's standard gauge stations. An ambitious scheme of 1890 intended building four miles of line from Kilbarry around the west of the city and sweeping along the southern outskirts before serving Capwell and Albert Quay and terminating at the Marina on the south bank of the Lee. A scheme of 1905 involved an overhead station at Parnell Place but it was a scheme of 1906 which finally came to fruition some six years later in the shape of the Cork City Railways. See below for a description of the line.

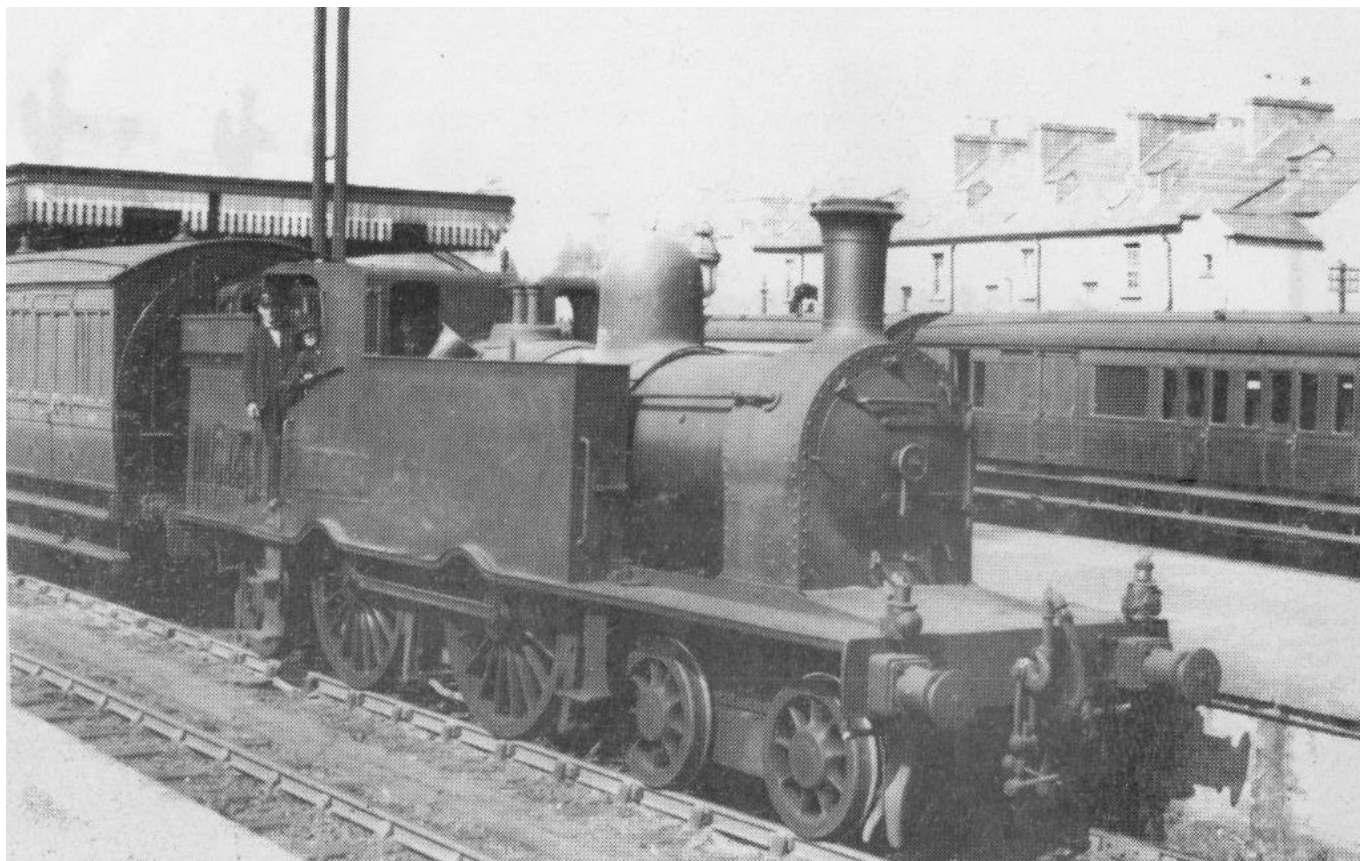


Cork: At the south end, near the engine shed. Superheated J15 No.193 leaves one of the bay platforms with the 10:30am to Youghal on 19th April 1954. The coach on the right is all-first 347 of 1900.
(R.M. Arnold)

Before turning our attention to the Youghal and Cobh lines a few words on Cork Shed may not be out of place for it is a shed which has many associations with the more exotic or just unusual locos. For instance 801 operated out of here long after 802 was scrapped and 800 in store. 801 worked goods trains to Limerick Junction in 1961 and even Dublin on a couple of occasions. She also banked beet specials for a time and is recorded as having reached Limerick on three occasions in the winter of 1961/2. A year later 801 was cut up. A much more mundane job was done by a loco away at the other end of the engine league. This was "Pat" the 0-4-0 vertical-boilered engine used on the gantry which transferred coal from colliers on Penrose Quay to the coal bunkers beside the shed. This overhead line remained in use until the end of 1963; the engine was built at Inchicore in 1884 and scrapped in November 1963.

The Great Northern's MAK diesel was tried out here on Cobh and Youghal trains but did only her usual short burst of work before retiring to the fitter's bench; she was replaced by Bandon tanks 463 and 464. CIÉ's own railcars underwent many modifications here while locos of both E and G classes saw service here almost before anywhere else. Reverting to steam, the Bury single, 36, reposes on the platform just outside the ticket barrier while many will remember J15 118, the last engine in steam outside Dublin, still at work carriage heating in January 1965. Rocksavage shed, at Albert Quay, was the salvation of many a despairing photographer. One visitor recorded eight different classes from six originating companies.

When built, the lines to Youghal and Queenstown (later Cobh) were physically separate from the main line; indeed the Youghal line was built on the rebound after plans to get to Waterford came to nothing. The line was surveyed by no less a personage than I.K. Brunel but he died before the opening. It is interesting to note that the section around Tivoli, with its steep rock faces, resembles Brunel's other Irish line around Bray Head.

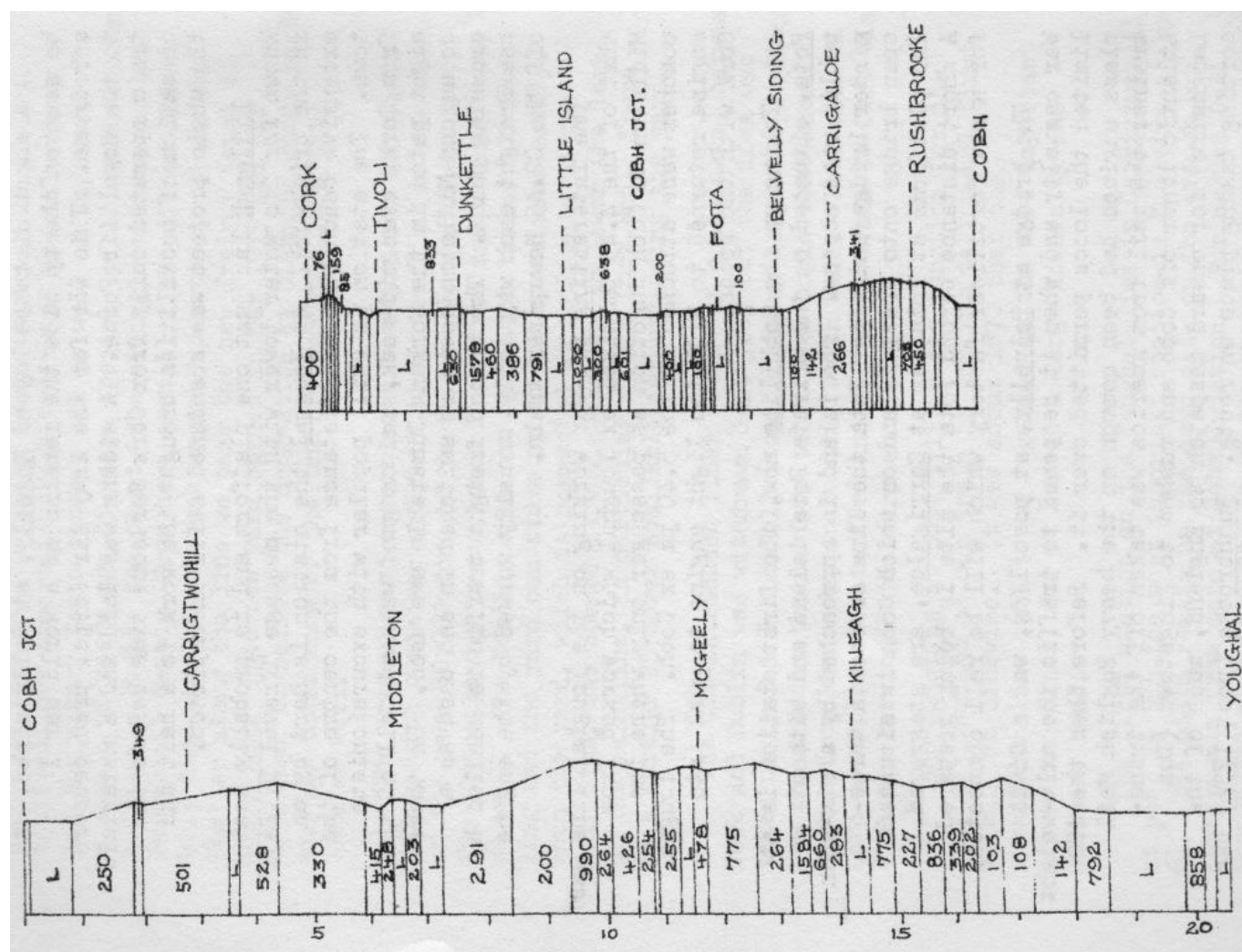


Cork: Coey C4 class 4-4-2T No.27 of 1900 shunts a six-wheeled van onto the tail of a main line train in April 1952. (Kelland Collection, 14)

The line was opened as far as Dunkettle in November 1859 and Killeagh in February 1860 while Youghal was reached three months later. The Queenstown branch was opened in March 1862 and proved difficult to construct with its many sea walls and embankments.

After the sudden financial collapse of the Cork and Youghal in 1866 and its speedy purchase by the GS&WR, a physical connection between the two lines was effected three-quarters of a mile from the C&Y's Summerhill terminus. The connection was opened in 1868 but Summerhill remained in use until 1893; it was in that year that the present station building was erected and the bay platforms brought into use. For some time afterwards, however, an engine was sent up to Summerhill just to keep the right-of-way intact.

Leaving Cork nowadays, we pass the bay platforms on the Down side, with the carriage sidings and engine shed on the Up side. The line swings sharp left and climbs steeply to the trackbed of the Cork and Youghal. After an equally sharp fall the line is almost level to Cobh Junction.



Tivoli was closed in 1931 and Dunkettle in 1966. The magnesite from Ballinacourty near Dungarvan is brought to Tivoli for export in block trains of special wagons and the return train conveys oil as well as empties; a couple of years ago 23-wagon specials of oil were run in addition. Beside the plant, the siding continues to the Burmah oil depot. From here a small fleet of red and blue four-wheeled oil tank wagons operates to Limerick. Further along the line we pass the new freight depot at Lough Esk. This new yard opened in May 1975 and has done much to relieve the congestion at Glanmire goods yard and has taken some of the traffic from the Cork City line as well.

The present yard covers some twenty acres and deals mainly with container and fertiliser traffic (at one stage of the year 50,000 tons of fertiliser were stored here). The 30-ton gantry crane spans four lines and a lorry road as well. The loading area can deal with trains 800 feet long and the yard can store up to 300 containers easily. When the yard, which is connected at both ends to the main line, was opened it was necessary to lower the level of the main line, in particular at the Cork end. There is a further 25 acres available for extending the yard.

The CIÉ-introduced liner train (of containers) between Cork and Dublin was withdrawn last year but the idea was taken up by B&I and Bell (both shipping companies). They now run a daily train of up to fifteen bogie container wagons from North Esk to Dublin, North Wall. Bell also have a complex at Waterford and operate a train to Cork via Clonmel, serving Rath Luirc en route.

Cobh Junction at post 171¼ is the junction for the Youghal line and as our train is working to Youghal first we will do likewise. It was about 1870 that the Queenstown line came to be regarded as the more important of the two lines, for it served a large Admiralty and military base.



E3 class 0-4-4T No.47 waits to leave Youghal for Cork with a train of three bogies and a six-wheeled van on 6th August 1902. (Ken Nunn Collection, E269)

The first station on the Youghal line is Carrigtwohill at post 2½ but the most important station is Midleton at post 6¼. The posts remain on the Down side on the branch but start again from zero at Cobh

Junction. During the Beet season Midleton produces 16 of the branch's 26 wagons which are worked to Cork or Rathpeacon by two daily specials.

A short distance beyond Mogeely, at Ballyquirke, can be seen on the Up side the remains of a World War I aerodrome. This was for the Army Air Corps, predecessors to the Royal Air Force. A siding was laid and a materials train operated daily from Cork for some time before the cessation of hostilities brought the work to a halt and the whole project was abandoned still uncompleted.

Killeagh has just one platform and is probably best known for its water tower with the message "Travel by Rail" in the brickwork. At Youghal the station is hard by an extensive beach but some distance from the centre of the town. The station is still popular with excursionists from Cork, even mid-week, and on good weekends all of the eight paths in the Working Timetable are used. On these occasions Midleton cabin is switched in and used as a crossing point. The branch freight traffic is handled by one freight each way daily, usually worked by the engine off the 02:45 Newspaper train.



August Bank Holiday traffic at Youghal on 1st August 1954. The engines are 104, 105, 140 and 193, all superheated J15s. No.105 had a load of eight bogies and six-wheeled van on a return excursion to Thurles. (R.M. Arnold)

One interesting pre-war working on the Youghal line was that of the 4:45pm mixed ex Youghal which worked from Midleton to Cobh Junction as passenger only where the coaches were attached to the 5:40pm ex Cobh. The Youghal engine returned to Midleton light engine to work into Cork with the goods.

Taking up the Cobh line now, the first station is at Fota, situated on the private Fota island and without public road access. The island is

approached by a six-span girder bridge and after Fota the line crosses a three-span bridge onto Great Island on which Cobh is situated. The platforms at Fota, as at Carrigaloe, are staggered. A short distance beyond Fota the site is being prepared for a new fertiliser factory which will be rail connected.

The bridge at Belvelly, at post 173¼ was a Civil War casualty and when it reopened to traffic the axle-weight limited the locos permitted over it. Before then the 400 class engines had been common on the heavy English Mail trains; the mail from America was taken off the trans-Atlantic liner off Cobh and rushed to Kingstown (Dun Laoghaire) for onward despatch to England, much of the sorting taking place en route. Rushbrooke (post 175½) has a heavy traffic for the nearby Verolme Dockyard.



Superheated J15 No.140 passes Rushbrooke with the 3:50pm Cork to Cobh on 14th June 1957. The vehicles in the train include GS&WR 1900 and CIÉ 1957 vans. (S.C. Nash)

The original Queenstown station lies a little short of the present one (near the site of the turntable). The GS&WR built the present and much larger station principally to handle the enormous emigrant traffic. The tenders, carrying those hopeful of a new and prosperous future out to the trans-Atlantic liners, left from the quay alongside the station. Even in the mid-fifties this tragic traffic was important enough to warrant substantial alterations to the station layout and decor.

Cobh is of note as having been spared the indignity of bus competition and the suburban traffic is heavy even on Sundays. The vast area on the seaward side of the line, in a corner of which the turntable is

situated, will shortly be sold or leased to companies engaged in off-shore oil exploration, provided they make use of the rail facilities at Cobh. The lever frame in Cobh cabin came from Monaghan.

In 1887 Ivatt assigned six 0-6-0T locos (later class J11) to work the Cobh and Youghal goods trains and nearly seventy years later members of the class were still at work around Cork. From the 1880s the 0-4-4Ts took over the passenger working on both lines, being replaced around 1900 by Coey's 4-4-2Ts of class C4 which worked alongside Ivatt's C7 Atlantic tanks and F6 2-4-2Ts. The loco workings remained more or less the same until the early fifties when the J15s began to take over.

All sorts of 4-4-0s worked the Youghal excursion trains; classes D10, D12, D14 and D17 with 0-6-0s of classes J4 and J9 appearing as well with the occasional appearance of a K3 class Mogul on beet specials.



J15 No.114 arrives in Cork with a train from Cobh (Queenstown) sometime before 1907. Note the original GS&WR colours on coach to left and big signal gantry above engine shed on right. (Real Photographs, X514)

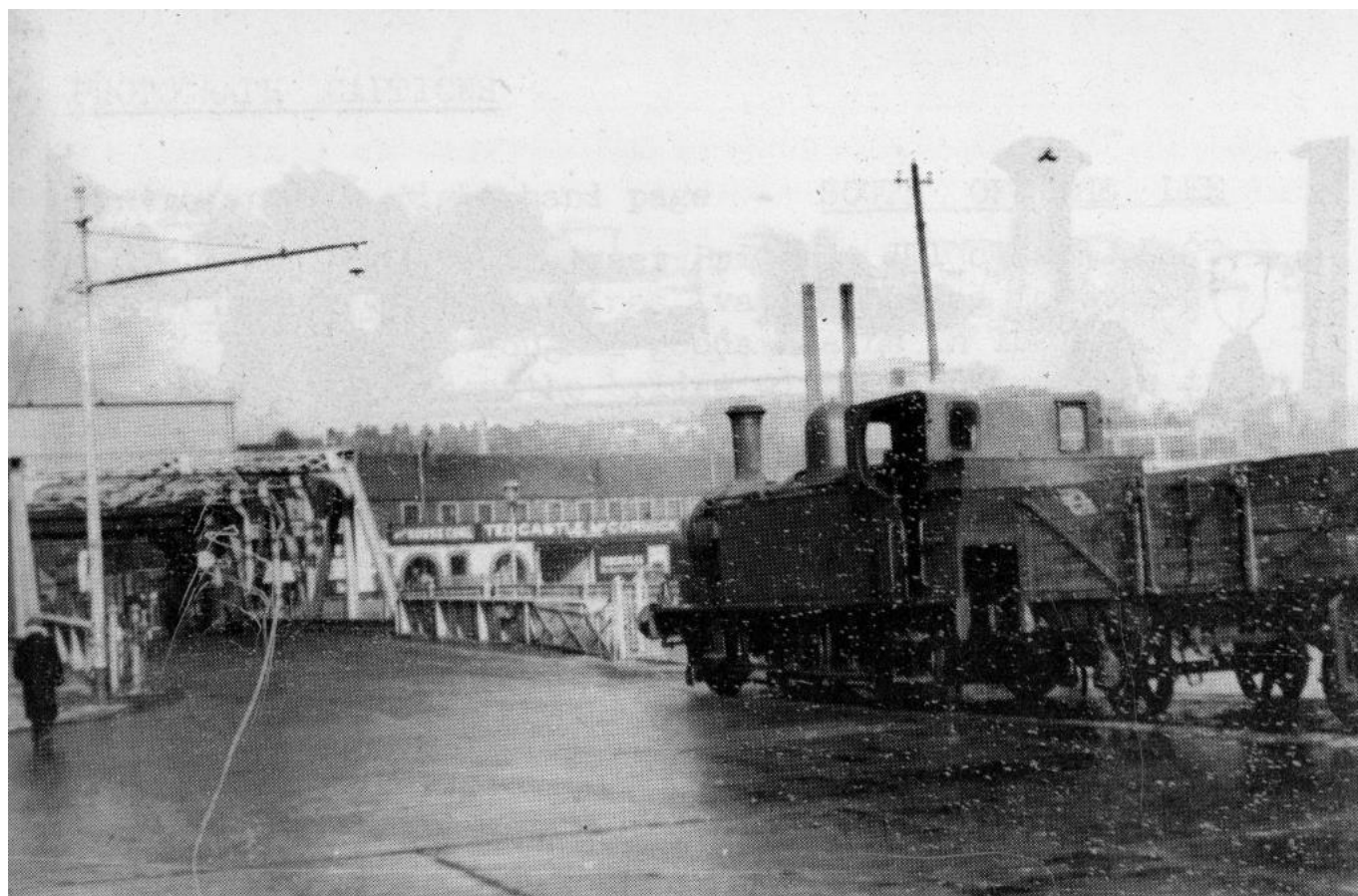
Running on the main line has been fairly well chronicled in recent publications (see a Decade of Steam, an RPSI Publication) so we will confine our remarks to a brief mention of running south and east of Cork.

Stations on the Cobh line are too close together to permit much running to take place and much over 40 was unusual. The Youghal line, on the other hand, often produced its own brand of excitement. In Five

Foot Three No.2 four runs were tabulated; two were with J15s and one each from D14 and J4. The Mogeely to Midleton section in the Up direction produced the liveliest running. 108 came top of the table with 56 while 193 was not far behind with 53½. 88, the D14, produced 51½ while 262 with the heaviest load of four bogies managed 51¼.

The Cork City Railway leaves the goods yard by a gate onto Alfred Street, cuts a corner into Brian Boru Street and crosses one leg of the River Lee on a bridge of the same name. The line passes the little-used siding at Anderson's Quay before crossing the Lee again at Clontarf Street bridge and runs along the side of Albert Quay station yard and enters the yard proper by another gate. The line continues to near the overbridge at Douglas Road and the yard is reached by reversing.

In the 1930s and later the only engine capable of working the siding at Anderson's Quay was the Peckett 0-4-0ST No.495, formerly owned by Allman's Brewery at Bandon. After about 1945 when wagons were to be worked over the siding the shunt was done using a road lorry.



Cork: At Clontarf Street Bridge. A J11 class 0-6-0T, one of the engines Ivatt designed for the Cobh and Youghal goods trains in 1887, approaches the bridge with an interchange train from Albert Quay to Glanmire on 9th February 1955. (R.M. Arnold)

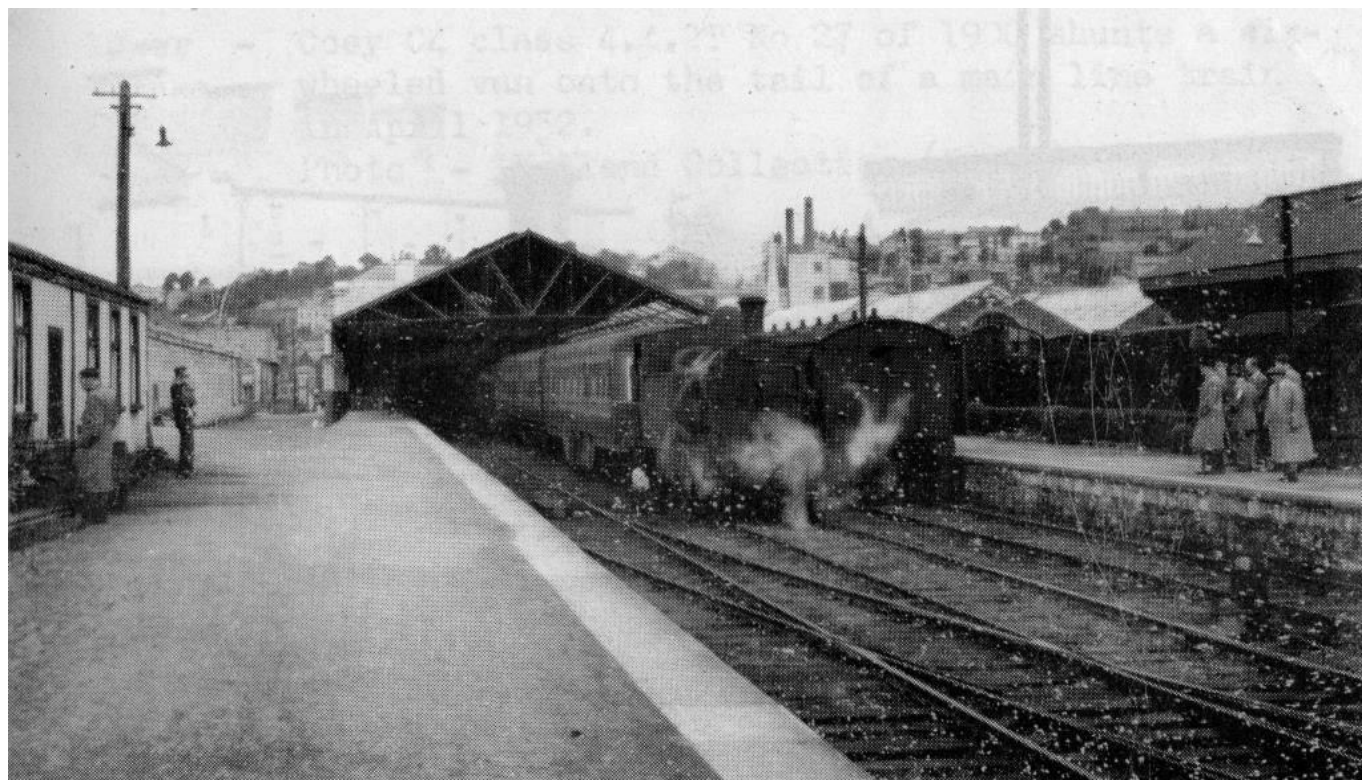
The Cork City lines were opened in 1912 and for about two years a connecting passenger service was run but from 1914 onwards the line was goods only apart from empty coach workings and stock transfers. The Bandon AEC railcars came over to Glanmire for servicing each week

while another working of interest was the appearance of Great Northern stock on the Bandon trains in 1959.

The lines run along some of Cork's busiest streets, now part of a one-way system with trains from Albert Quay working against the flow of traffic. Trains are preceded by a man carrying a red flag and many of the regular shunting engines were fitted with bells which were rung while on the streets or on the quays. If no bell was fitted to the engine, it was the fireman's job to brandish a hand bell.

In 1965 Clontarf Street bridge was struck by a ship and both road and rail services were disrupted until a beam was recovered from the Bandon line and placed in position. The line recovered from that setback and today handles an extensive fertiliser and tar traffic.

In Cork, Bandon and South Coast days there were up to six departures from Albert Quay but by the late forties these had shrunk to just one. After the introduction of the railcars in 1954 the service recovered to two with two daily goods trains operating as well. Trains had connections to Clonakilty and Skibereen. In 1925 the nearby Capwell terminus of the Cork and Muskerry Light Railway (standard gauge) was closed and the trains transferred to Albert Quay. A Clayton railcar operated out of Albert Quay for a while in 1929 on both lines but wasn't a big success.



Cork: Albert Quay, terminus of the Cork, Bandon and South Coast Railway. Bandon tank No.468, of class R4, shunts railcars on Whit Sunday 1957. (D. Donaldson)

This railtour, of course, is not 171's first visit to Cork - she was here on our Brian Boru tour in 1969. Greet Northern 4-4-0s had worked into Cork before then; in 1961 No.174 was here and the following year No.207 came down from Dublin (both occasions were IRRS specials). Even

today Cork shed manages to retain something out of the ordinary for it is now the home of J15 No.184 and ex-Dublin and South Eastern mogul No.15 (formerly 461); not quite up to Rooksavage's variety but four steam engines of three classes by four builders can't be bad for 1976.

- * We hope you enjoy your couple of days in our company and hope you will come with us again.
- * Do you know the details of our other steam events this season - the Portrush Flyer trains, the Bangor to Derry tour and the Steam Train Rides at Whitehead? If not inquire at the shop in 861.
- * When printing your photographs of this railtour, remember the Society's Publicity and Publications departments are always interested in photos of Irish steam - your picture could just be the one to accompany one of the many press releases and articles produced by these two busy Society departments.

TIMETABLE SECTION

Saturday 12th June 1976

Dublin (Heuston) to Cork (Kent)
No.171

	arr	dep
Dublin (Heuston)		08:50
Islandbridge Junction		08:55
Inchicore		08:56
Clondalkin		09:02
Lucan South		09:05
Hazelhatch		09:09
Straffan		09:13
Sallins		09:19
Droichead Nua		09:28
Kildare	09:35	09:45 Water
Cherryville Junction		09:49
Monasterevan		09:54
Portarlinton		10:00
Port Laoighise		10:13
Mountrath		10:23
Ballybrophy		10:35
Lisduff		10:43
Templemore		10:50
Thurles		10:59
Goold's Cross		11:08
Dundrum		11:13
Limerick Junction	11:27	12:20 Water
Knocklong		12:35
Kilmallock		12:43
Rath Luirc		12:49
Buttevant		12:58
Mallow	13:08	13:15
Rathduff		13:29
Rathpeacon		13:38
Cork (Kent)	13:45	

NB: Timings only shown in the departure column are passing times.

While every effort will be made to maintain the times, etc., set out above, the Society reserves the right to make such alterations as it thinks fit for the operation of the tour. Alterations will be announced in good time and will only be made if absolutely necessary.

Cork (Kent) to Youghal and return to Cobh Junction
No.186

	arr	dep	
Cork (Kent)		14:00	
Dunkettle	14:07	14:14	
Little Island		14:19	
Cobh Junction	14:26	14:33	
Carrigtwohill		14:38	
Midleton	14:46	14:53	
Mogeely	15:03	15:10	
Killeagh	15:15	15:31	Runpast
Youghal	15:40	16:05	Turn loco
Killeagh		16:16	
Mogeely		16:21	
Midleton		16:31	
Carrigtwohill	16:37	16:44	
Cobh Junction	16:50		Change locos

Cobh Junction to Cobh and return to Cork (Kent)
No.171

	arr	dep	
Cobh Junction		17:10	
Fota	17:13	17:20	
Carrigaloe		17:24	
Rushbrooke		17:26	
Cobh	17:30	18:17	Turn loco
Rushbrooke	18:20	18:27	
Cobh Junction		18:36	
Little Island		18:39	
North Esk	18:41	18:46	Photo stop in yard
Cork (Kent)	18:55		

Sunday 13th June 1976

Cork (Kent) to Cork (Albert Quay) and return
No.186 with goods wagons and brake vans

	arr	dep
Cork (Kent)		08:15
Albert Quay	08:55	09:15
Cork (Kent)	09:55	

Departures times from photo stops at intermediate stations may be earlier to suit operational requirements.

Cork (Kent) to Rathpeacon and return - False start
No.186 and No.171

	arr	dep
Cork (Kent)		10:15
Rathpeacon	10:27	10:40
Cork (Kent)	10:48	
Cork (Kent)		11:25 Main departure
Rathpeacon		11:37
Blarney	11:40	11:47
Rathduff	11:55	12:15 Bus reconnects
Mallow	12.32	

Mallow to Limerick Junction - Train splitting

No.171 + front half of train

No.186 + Remainder

	arr	dep		arr	dep
Mallow		12:40			12:55
Buttevant	12:53	13:00		13:11	13:18
Rath Luiirc	13:12	13:19		13:33	13:40
Kilmallock		13:28		13:49	13:56
Knocklong	13:38	13:53 Runpast		14:07	14:14
Limerick Junction	14:10			14:32	

RPSI CATERING

(Under New Management!)

The Great Northern Diner will be open throughout the Tour to provide a bar and refreshment service.

The bar is stocked with minerals, draught beers and spirits together with crisps, chocolate, biscuits etc

SATURDAY *Breakfast from 09.00

*Lunch 12.00 to 13.30 Choice of soups and sandwiches

Snacks 10 to 11.20, 14.00 to 16.30 and 17.10 to 18.00 - tea, coffee, rolls

SUNDAY *Packed Lunches from 12.00. The Diner will travel with 171, be sure you are provisioned before the train is split

*High Tea from 18.00

Snacks from 11.30 to 17.00 as on Saturday

ITEMS MARKED * AVAILABLE ONLY TO THOSE WHO HAVE BOOKED

Limerick Junction to Dublin (Connolly)

No.171

	arr	dep
Limerick Junction		14:40
Dundrum		14:52
Goold's Cross		14:58
Thurles		15:08
Templemore		15:17
Lisduff		15:26
Ballybrophy		15:33
Mountrath		15:44
Port Laoighise		15:55
Portarlinton		16:06
Monasterevan		16:12
Cherryville Junction		16:17
Kildare	16:20	16:40 Water
Droichead Nua		16:48
Sallins		16:57
Straffan		17:03
Hazelhatch		17:08
Lucan South		17:12
Clondalkin		17:15
Inchicore		17:17
Islandbridge Junction		17:20
Cabra		17:23
Glasnevin Junction		17:26
North Strand Junction		17:31
Dublin (Connolly)	17:33	

No.186 will follow Light Engine, depart Limerick Junction 15:00, stopping at Kildare for water 17:35 until 18:06, arrive Connolly 19:20.

Dublin (Connolly) to Belfast (Central)
No.171

	arr	dep	
Dublin (Connolly)		19:10	
Howth Junction		19:18	
Malahide		19:23	
Donabate		19:27	
Rush & Lusk		19:30	
Skerries		19:35	
Balbriggan		19:39	
Gormanston		19:41	
Laytown		19:44	
Drogheda	19:51	20:00	Water
Dunleer		20:16	
Castlebellingham		20:22	
Dundalk	20:30	20:35	
Poyntzpass		21:10	
Portadown	21:23	21:30	
Lurgan		21:39	
Lisburn	21:57	22:05	Water
Botanic	22:26	22:27	Stops Lisburn-Botanic as required
Belfast (Central)	22:30		

This brochure has been produced by the Publications Department of the Society (Charles P. Friel, Publications Officer). We would like to record our thanks to all these who helped in its production: to R.M. Arnold and D. Donaldson for unfailing help with suggestions, text and negatives; to W. Gamble for again supplying the finely-drawn line illustrations; to the custodians of the Kelland, Nunn and Locomotive Publishing Company collections for their generosity in allowing us to draw on their material; to Real Photographs for making their collection available; to S.C. Nash for remembering us when printing his Irish negatives and to Barry Carse for helping add a modern sidelight to our steam travels.