

# *SOUVENIR PROGRAMME*

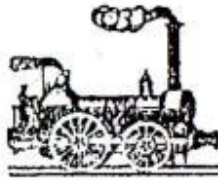


*commemorating the coming of  
the Railway to Cork*

MALLOW – *March 17th, 1849*  
KILBARRY – *October 29th, 1849*

OCTOBER, 1849.

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**Great Southern and Western,**  
**DUBLIN, Carlow**  
**Limerick Junction, Charleville,**  
**Mallow & CORK**

**RAILWAY**  
**TIME TABLE.**

PRINTED AND PUBLISHED FOR THE  
**GREAT SOUTHERN AND WESTERN RAILWAY COMPANY**

AT THE  
*Dublin Steam Press Printing Office,*  
**65, UPPER SACKVILLE STREET,**

BY  
**ROBERT G. SOUTER,**

AGENT.

To whom al Communications relative to Advertisements  
should be addressed.





**Foreword by Joe Walsh**

*Manager, Intercity, Iarnrod Eireann*

*Today, on the eve of a new Millennium, we celebrate the coming of the railways to Cork and as we do so, we remember with pride the people who built, maintained and ran it. We at Iarnrod Eireann have inherited the fine traditions and disciplines handed down from the original Great Southern & Western Railway, which was the largest railway company in Ireland, providing services from the south and southwest of the country and as far north as Sligo.*

*Amidst the major investment and reconstruction of the railway to provide services befitting the 21st. Century, Iarnrod Eireann recognises the unique history and heritage of which we are now the custodians. We welcome you all here today to mark the 150th anniversary of the first trains from Limerick Junction and Mallow to the original terminus at Blackpool.*

*I would like to thank the Railway Preservation Society of Ireland for providing the steam locomotive to haul our special train, the Irish Railway Record Society for their historical research and, last but by no means least, our staff in Cork for their enthusiasm. In particular, Billy Arnold and Tom Fenlon deserve special mention for the museum at Cork Kent Station which opens its first phase to the public today.*





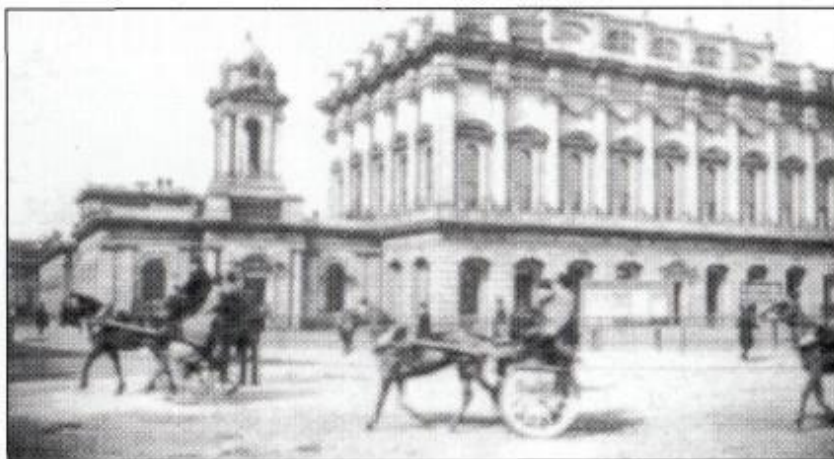
Today we celebrate, with steam train and the opening of Cork's very own railway museum at Kent Station, the coming of the railway to Kilbarry/Blackpool, then on the outskirts of Cork City, 150 years ago. We honour the memory of those who designed and constructed this great feat of engineering for the Great Southern & Western Railway Company, which was to become the largest railway system in Ireland. At the peak of its development, it had some 1,100 miles of track, 224 of which were double, serving the South and Southwest of the country. It also had a long arm stretching as far north as Collooney, with running powers from that point over the lines of the Midland Great Western Railway to Sligo.





Ireland's first Railway Act was passed in 1826 for the Limerick & Waterford Railway, to connect the two points named in its title. Lack of finances saw the scheme die and in the event the first railway opened was the Dublin & Kingstown Railway in December 1834. Even they had ambitious plans for their engineer, Charles Vignoles, came up with a grandiose scheme for a railway connecting Dublin with Valentia. It was confidently expected that the latter might become the transatlantic packet station. In this context it must be remembered that the ships of the early nineteenth century were sail driven and any shortening of the seaborne journey would bring about large savings in time.

Three Irish Railway Acts were passed in 1837, one of the which, the Great Leinster & Munster Railway proposed a mainline from Dublin to Kilkenny with possible extensions to Galway, Limerick, Cork and Waterford. However in the previous year the Government had appointed a Royal Commission to consider the whole matter of railways in Ireland. This had the effect of putting the G.L. & M.R. scheme on hold pending the outcome of the commission's deliberations. The final report, issued in July 1838, recommended two major trunk lines from Dublin to the Northwest and Southwest. The West was believed to be well



*Kingsbridge*

enough served by the two great canals so as not to require railway communication. State investment in the railways of the country was recommended but the Government of the day was not ready for such radical approach so it was left to private enterprise.

In England, the London & Birmingham Railway controlled most of the country between London and Lancashire and was in time to become a part of England's 'Premier Line' line, the London & Northwestern Railway. It also had an interest in cross-channel services through Holyhead and Liverpool. The Great Western Railway (of England) also saw potential in having interest in Ireland and did in fact become briefly involved in the company which was to construct the line from Dublin to Wexford. A group of wealthy Dublin merchants and landowners came up with the idea of resurrecting the moribund G.L. & M.R., but the scheme in that form failed. They now turned their attentions to connect Dublin with Galway and Limerick and approached some of their wealthy friends on the London & Birmingham Railway. The latter agreed to become involved and with their finances thus assured, the Great Southern & Western Railway was incorporated by Act of Parliament dated 6th August 1844. This Act authorised a line from Dublin to Cashel with a branch to Carlow. Capital of the new company was to be £1,300,000, a not inconsiderable sum 150 years ago.

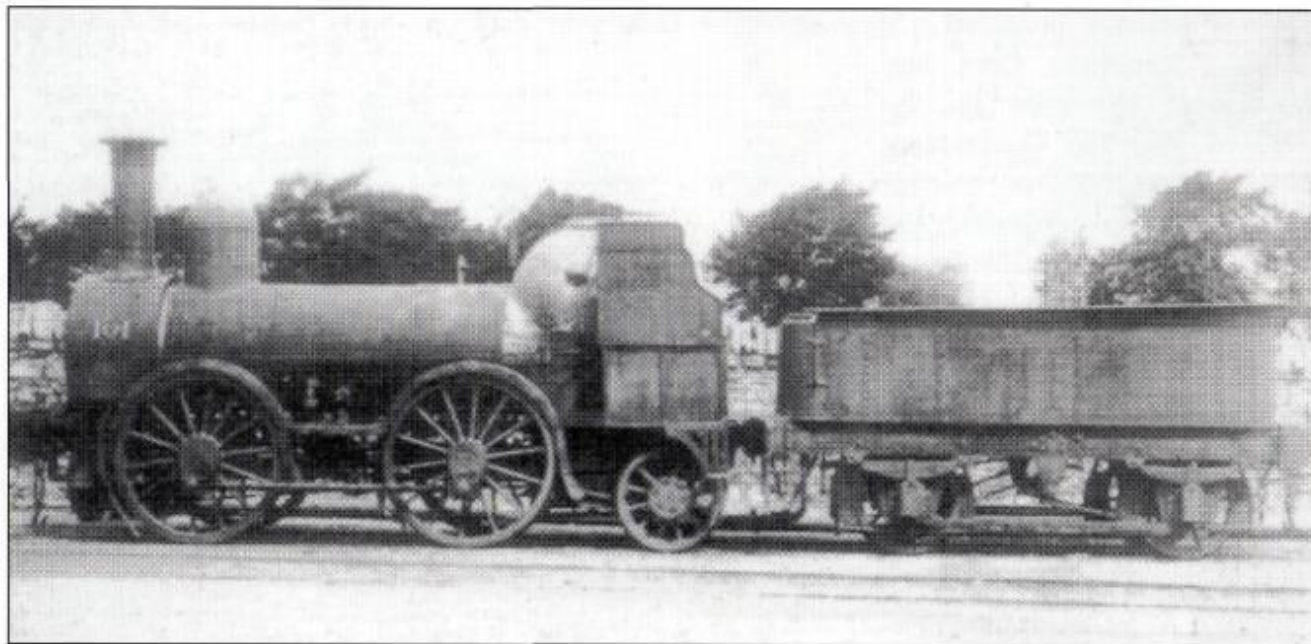
One might ask why Cashel? Sir John Mac Neill had been engaged to survey the likely route of a line from Dublin to Cork, but the provisional committee could not decide whether the line should run east or west of the Galtee Mountains. Cashel in any event lay on the route to Cork.





However in the following year the company obtained another act, this time for an extension to Cork. Cashel was now to be bypassed and was not to have railway communication for a further sixty years. The branch to Carlow was intended to deviate from the mainline at a point just west of Kildare, known as Cherryville.

The first contracts were awarded to William McCormack for the line from Dublin to Hazelhatch, and to William Dargan from the latter point to Sallins. The first sod was ceremonially turned by the Duke of Leinster at Adamstown near Lucan in January 1845. In the presence of a large of invited guests and local people, the Duke "took off his coat and in his shirt sleeves, with



*Bury, Curtis & Kennedy locomotive, No. 101 at Inchicore, built 1845. Could have been locomotive type used for the first run.*

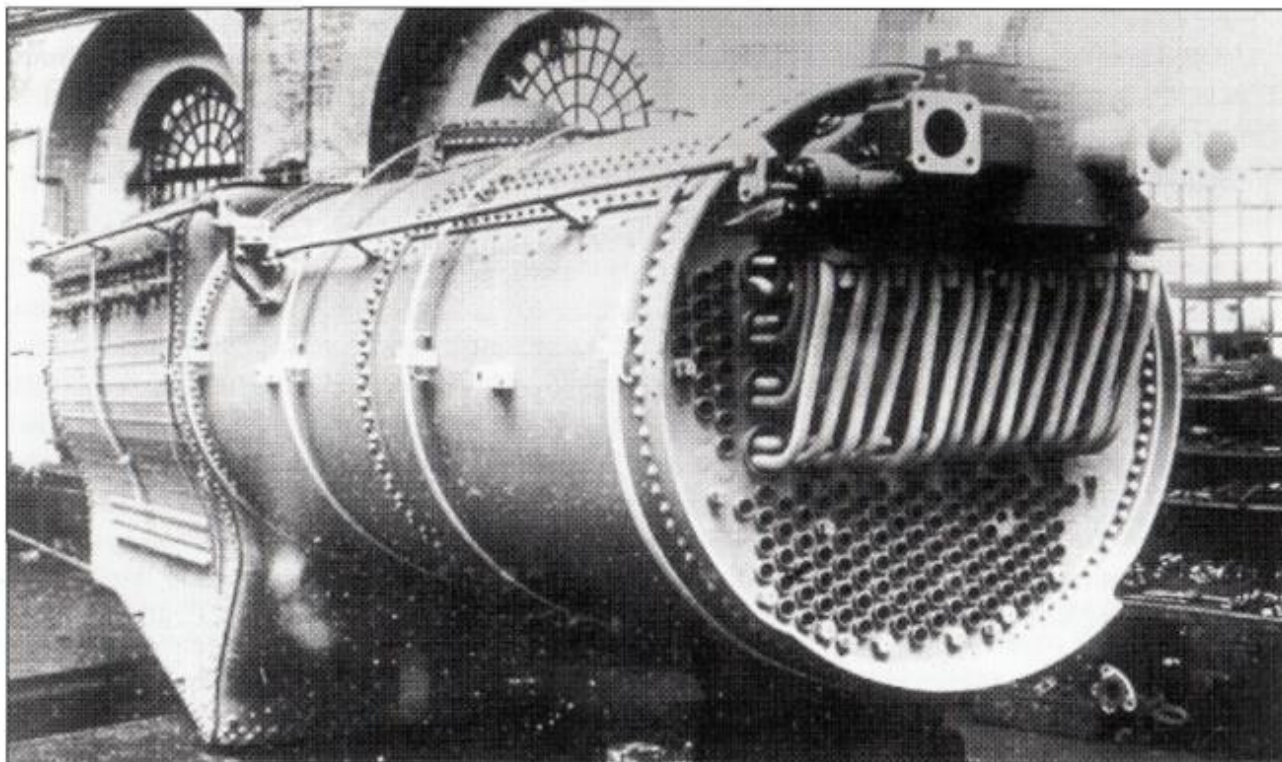
the skill and goodwill of an able workman, dug up six sods, which he threw into a wheelbarrow and rolled off to some distance". One of the bystanders was heard to comment that he could now die a happy man as he had "seen a duke working like any common man."

The decision was now taken to proceed with the branch to Carlow first before proceeding westwards from Kildare. Messrs. McCormack and Dargan jointly got the contract for the extension of the line from Sallins to Carlow. Initially some difficulties were experienced in obtaining land in the Dublin area, particularly with the Board of Ordnance and the Royal Hospital. Bad weather and a strike of stonemasons also impeded progress, but nevertheless the line was sufficiently far advanced for the director to make a final trip as far as Sallins on 4 June 1845.

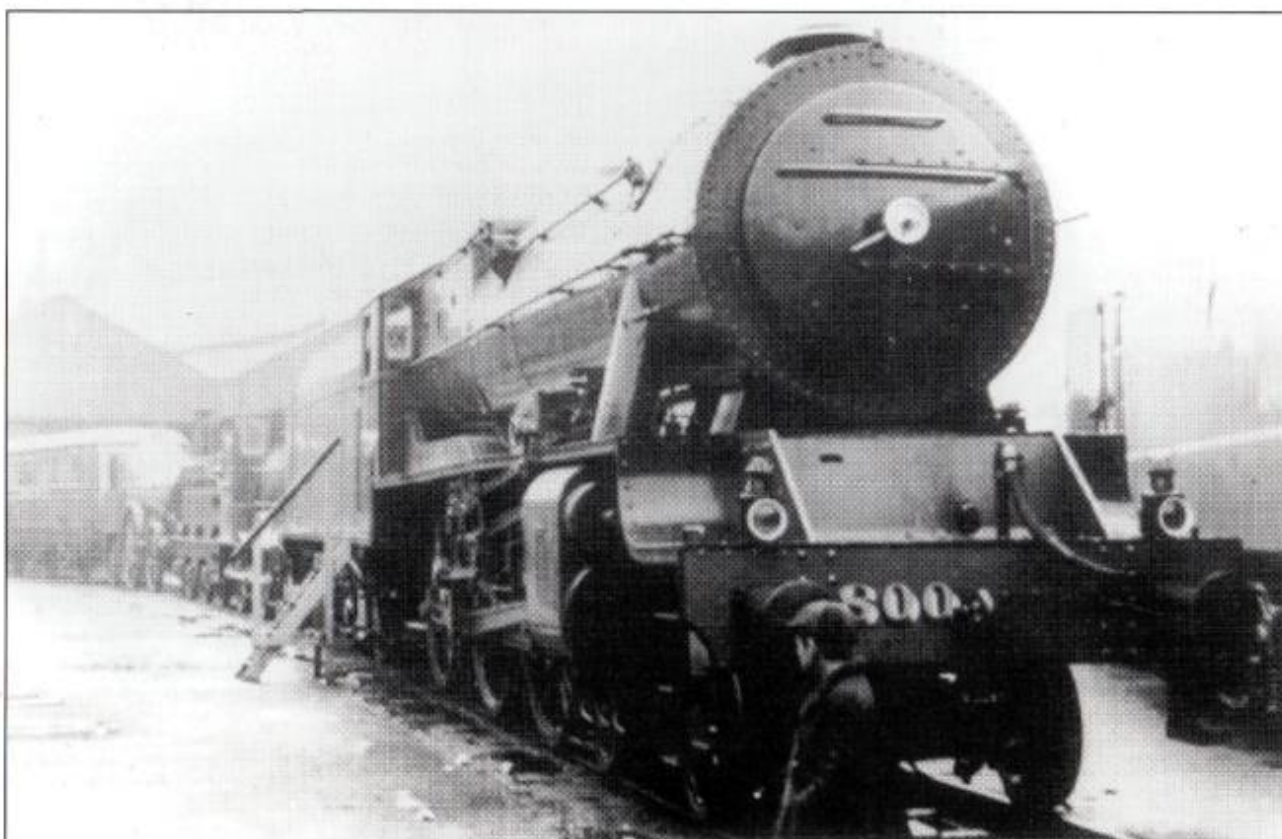
An announcement in the Railway Times for 1st August 1846 advised that the line would open from Dublin to Carlow on the following Tuesday 4th August with two trains for passengers only dispatching from the Dublin terminus at 9am and 5pm. In the opposite direction, trains would leave Carlow at "9 O'clock am, the other at 5 O'clock pm". It was also announced that these trains would continue to run until further carriage accommodation was provided for the public.



*The Famous "800" Class*



*The boiler and firebox of No. 800, ready for lifting into the frames, 1939.*



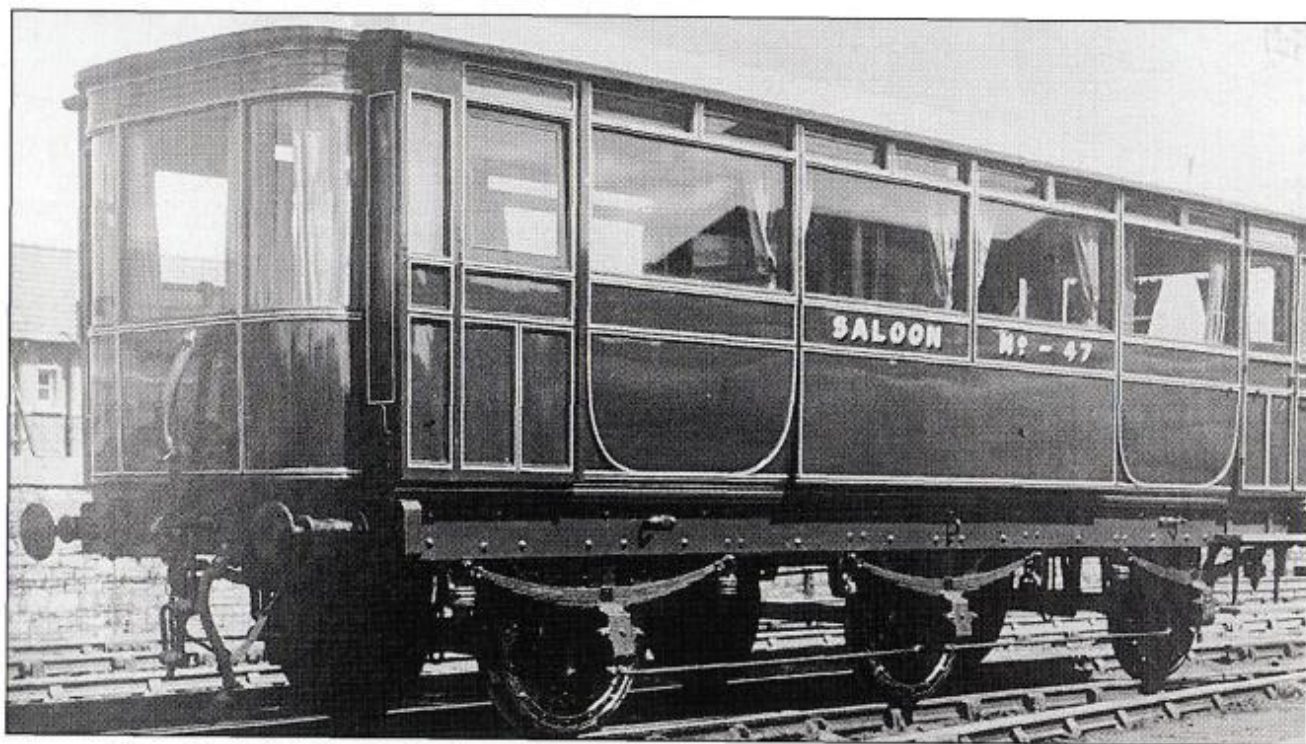
*"Maedhbh" in all her glory outside the sheds at Inchicore.*





The advertisement was under the hand of the company secretary William Taylor, with an address at 3 College Green. Whilst the train shed at Kings bridge was complete and ready to receive passengers, the handsome terminal building which was to become the administrative headquarters of the company was not completed until November 1848. The building, possibly the finest piece of railway architecture in Ireland, was designed by Sancton Wood.

A news item in the Railway Times for 22nd August gave details of a trip made by the directors and their friends to Carlow on the day before the public opening. The train consisted of two first class carriages with a large van and left Inchicore at 12.20, arriving in Carlow at 3.10 pm. It was stated that "there was no effort a high speed, merely sufficient to prove the line, and allow the visitors to enjoy the picturesque table land through which the line passed." On the return journey the train was reported to have travelled at the rate of 55 miles per hour "without the slightest oscillatory or other unpleasant motion." The train halted at the Curragh to enable the passengers to partake of refreshments, including wines from the cellars of Mr. G.F. Brooks. The line between Cherryville was at one time double, but was singled in 1916 to provide the necessary rails to construct a line from Athy to Wolfhill Colliery during the coal shortage of the World War. Another similar line was constructed from Kilkenny to Castlecomer and Deepark Collieries.



*The only carriage to survive from this era is in the Dargan Saloon, Cultra Transport Museum.*





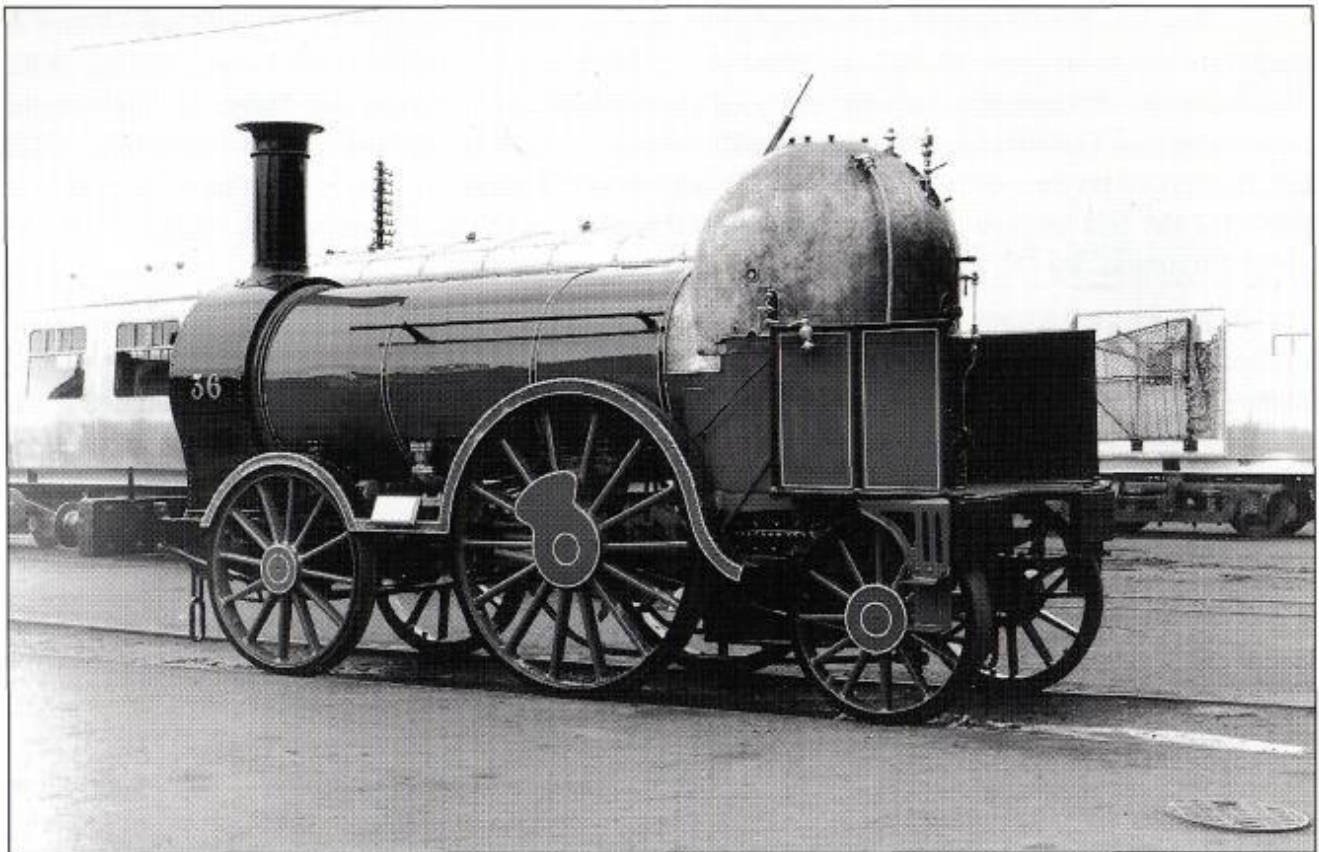
The line from Cherryville to Portlaoise was opened on 26th June 1847, to Ballybrophy in the following September, Thurles on 13th March 1848 and to Limerick Junction on 3 July 1848. The Waterford & Limerick Railway had been opened between Limerick and Tipperary two months earlier and thus Dublin was now connect with Limerick. Mallow was reached on 19th March 1849 and Blackpool on the northern outskirts of Cork on 18th October of that year. It took another five years for the last section into Cork, through Glanmire tunnel to be completed, through services commencing on 3rd December 1855.

Briefly, the Great Leinster & Munster project was in part resurrected when the company amalgamated with another concern in similar difficulties, the Wexford, Carlow & Dublin Junction Railway to form the Irish South Eastern Railway. It succeeded in extending the line from Carlow to Lavistown, where a junction was formed with the Waterford & Kilkenny Railway, giving access via Kilkenny to Waterford. The junction at Lavistown was removed after many disputes between the two companies, two separate being provided from there into Kilkenny. The junction has only recently been reinstated.

As railways were comparatively new in Ireland at the time of the opening of the line to Carlow, it was necessary to recruit some staff from England, particularly drivers. Even in February 1847 the London & North Western Railway sent two of their guards over to train the G.S. & W.R. men. Signals, where installed, were looked after by "policemen," the senior man at Kingsbridge being paid 17s.6d (87½p). Drivers were best paid, senior men earning at lest £2 per week, while station masters at minor stations received £1 per week plus a free house with fuel provided, and sometimes an allowance for candles, the latter usually for the winter months only. A platelayer seldom earned more than about 12 s. (60p) a week.

As was usual at that time, locomotives and carriages were obtained from outside firms. We are fortunate in that one of those early locomotives has survived. Travellers to Cork will have seen no. 36 on a section of original rail in the concourse at Cork station. Built by Bury, Curtis & Kennedy of Liverpool in 1847, no 36. had run some 489,294 miles when withdrawn from service. Skills at Inchicore had advanced sufficiently by 1852 to enable the company to build its first locomotive there in that year. This was no. 57, and 0-4-2. Under such famous people as Alexander McDonnell and Robert Coey, the works turned out many fine locomotives, carriages and wagons culminating in the three 800 class 4-6-0s in 1939/40. Some of our engineers went to England to further their careers there, notably Henry Ivatt, R.E.L. Maunsell and John Aspinall, the latter in due course becoming general manager of the Lancashire & Yorkshire Railway.





The famous Locomotive No. 36 which now stands in a place of honour at Cork's Kent Station, is the oldest locomotive of its kind anywhere in the world.

She was built by the firm of Bury, Curtis & Kennedy at the Clarence Foundry, Love Lane, Liverpool in December 1847, and began a long and distinguished working life with the Great Southern & Western Railway, hauling express trains between Dublin and Cork.

The locomotive class of which No. 36 was a member were extraordinarily fast for their generation – with 6ft driving wheels they could run at speeds approaching 60 m.p.h., and in fact a sister engine of No. 36 covered the distance between Cork and Dublin in three and a half hours, including four stops to take on water.

This run took place in 1856, soon after the Cork tunnel was opened linking Blackpool/Kilbarry with the present Kent Station at Glanmire Road. The driver was Samuel Thomas and he averaged 47 m.p.h. hauling a train of five coaches.

In 1874, No. 36 was withdrawn from mainline service having run some 487,918 miles. She was retired to Inchicore Works as a shunter until circa 1880. However, she had not seen the end of Cork! The grand old veteran returned to make an appearance at the famous Cork International Exhibition in 1902, travelled to the Railway Centenary Exhibition at Darlington, England in 1925 and appeared at the RDS Bicentenary Exhibition, Ballsbridge in 1930.

It was again restored to exhibition standard at Inchicore Works in 1950 and afterwards placed in its current position on the concourse at Kent Station.





# Great Southern and Western Railway.

## OPEN TO CARLOW AND MALLOW.

### TIME AND FARE TABLES,

*On and after Saturday the 17th day of March, 1849.*

Passengers to ensure being Booked, should be at the Stations Ten Minutes earlier than the time mentioned in the following Tables. The doors of the Booking Offices will be closed punctually at the hours mentioned in these Tables, after which no person can be admitted. Passengers cannot be re-booked at Road-Side Stations to proceed by the Train in which they have arrived. The Time given in these Tables is Dublin Time.

First and Second Class Return Tickets are issued between any two of the Stations, to go and return the same day; those issued for any distance exceeding 50 miles will be available for return on the following day. Return Tickets issued on Saturday, are returnable on Saturday, Sunday, or Monday, and those issued on Sunday, are returnable on Sunday or Monday.

#### DOWN TRAINS from DUBLIN.

| Distances from Dublin. | DUBLIN<br>to<br>BAGINASTOWN & CORK. |                       | DAILY TRAINS. (EXCEPTING SUNDAYS.) |       |                    |       |       |       |                    |       | SUNDAY TRAINS. |       |                    |       |       |       |                    |       | FARES FROM DUBLIN. |       |            |         |            |       |            |       |                  |       |             |       |               |       |             |       |              |       |            |  |
|------------------------|-------------------------------------|-----------------------|------------------------------------|-------|--------------------|-------|-------|-------|--------------------|-------|----------------|-------|--------------------|-------|-------|-------|--------------------|-------|--------------------|-------|------------|---------|------------|-------|------------|-------|------------------|-------|-------------|-------|---------------|-------|-------------|-------|--------------|-------|------------|--|
|                        |                                     |                       | 1                                  |       | 2                  |       | 3     |       | 4                  |       | 1              |       | 2                  |       | 3     |       | 4                  |       | PASSENGERS.        |       |            |         |            |       | HORSES.    |       |                  |       |             |       | CARRIAGES.    |       |             |       |              |       |            |  |
|                        | 1st and 2nd Class.                  |                       | MAIL.                              |       | 1st and 2nd Class. |       | MAIL. |       | 1st and 2nd Class. |       | MAIL.          |       | 1st and 2nd Class. |       | MAIL. |       | 1st and 2nd Class. |       | SINGLE JOURNEY.    |       |            | RETURN. |            |       | One Horse. |       | If one property. |       | Two Horses. |       | Three Horses. |       | Two Wheels. |       | Four Wheels. |       |            |  |
|                        | A. M.                               |                       | P. M.                              |       | A. M.              |       | P. M. |       | A. M.              |       | P. M.          |       | A. M.              |       | P. M. |       | A. M.              |       | P. M.              |       | 1st Class. |         | 2nd Class. |       | 3rd Class. |       | 1st Class.       |       | 2nd Class.  |       | 3rd Class.    |       | 1st Class.  |       | 2nd Class.   |       | 3rd Class. |  |
|                        | Miles.                              | STATIONS.             |                                    | H. M. | H. M.              | H. M. | H. M. | H. M. | H. M.              | H. M. | H. M.          | H. M. | H. M.              | H. M. | H. M. | H. M. | H. M.              | H. M. | H. M.              | H. M. | s. d.      | s. d.   | s. d.      | s. d. | s. d.      | s. d. | s. d.            | s. d. | s. d.       | s. d. | s. d.         | s. d. | s. d.       | s. d. | s. d.        | s. d. |            |  |
| —                      | DUBLIN.....(Departure)              |                       | 8                                  | 0     | 10                 | 0     | 4     | 30    | 7                  | 30    | 8              | 0     | 10                 | 0     | 4     | 30    | 7                  | 30    | 8                  | 0     | 10         | 0       | 4          | 30    | 7          | 30    | 8                | 0     | 10          | 0     | 4             | 30    | 7           | 30    | 8            | 0     |            |  |
| 4½                     | CLONDALKIN.....                     |                       | 8                                  | 23    | 10                 | 18    | 4     | 46    | 7                  | 48    | 8              | 18    | 10                 | 18    | 4     | 46    | 7                  | 48    | 8                  | 18    | 10         | 18      | 4          | 46    | 7          | 48    | 1                | 0     | 0           | 9     | 0             | 4     | 1           | 6     | 1            | 0     |            |  |
| 6½                     | LUCAN.....                          |                       | 8                                  | 32    | 10                 | 28    | 4     | 55    | 7                  | 58    | 8              | 28    | 10                 | 28    | 4     | 55    | 7                  | 58    | 8                  | 28    | 10         | 28      | 4          | 55    | 7          | 58    | 1                | 3     | 1           | 0     | 0             | 6     | 2           | 6     | 1            | 0     |            |  |
| 10                     | HAZLEHATCH & CELBRIDGE.....         |                       | 8                                  | 45    | 10                 | 40    | 5     | 6     | 8                  | 10    | 8              | 40    | 10                 | 40    | 5     | 6     | 8                  | 10    | 8                  | 40    | 10         | 40      | 5          | 6     | 8          | 10    | 1                | 9     | 1           | 3     | 0             | 0     | 6           | 2     | 6            | 0     |            |  |
| 13½                    | STRAFFAN.....                       |                       | 8                                  | 58    | 10                 | 49    | 5     | 15    | —                  | —     | 8              | 49    | 10                 | 49    | 5     | 15    | —                  | —     | 8                  | 49    | 10         | 49      | 5          | 15    | —          | —     | 2                | 6     | 2           | 0     | 1             | 0     | 4           | 0     | 3            | 0     |            |  |
| 18                     | SALLINS.....                        |                       | 9                                  | 16    | 11                 | 1     | 5     | 28    | 8                  | 31    | 9              | 1     | 11                 | 1     | 5     | 30    | 8                  | 31    | 9                  | 1     | 11         | 1       | 5          | 30    | 8          | 31    | 3                | 0     | 2           | 6     | 1             | 3     | 4           | 6     | 0            | 6     |            |  |
| 25½                    | NEWBRIDGE.....                      |                       | 9                                  | 42    | 11                 | 26    | 5     | 48    | 8                  | 56    | 9              | 26    | 11                 | 26    | —     | —     | 8                  | 56    | 9                  | 26    | 11         | 26      | —          | —     | 8          | 56    | 4                | 6     | 3           | 6     | 1             | 9     | 7           | 0     | 5            | 6     |            |  |
| 30                     | KILDARE.....                        |                       | 10                                 | 0     | 11                 | 39    | 6     | 0     | 9                  | 9     | 9              | 9     | 11                 | 39    | —     | —     | 9                  | 9     | 9                  | 9     | 11         | 39      | —          | —     | 9          | 9     | 5                | 0     | 4           | 0     | 2             | 0     | 7           | 6     | 8            | 0     |            |  |
| 44½                    | CARLOW BRANCH.                      | ATHY.....             | 10                                 | 40    | 12                 | 9     | 6     | 35    | 9                  | 39    | 10             | 9     | 12                 | 9     | —     | —     | 9                  | 39    | 7                  | 6     | 5          | 6       | 2          | 9     | 11         | 6     | 8                | 6     | 15          | 0     | 26            | 6     | 34          | 0     | 17           | 0     |            |  |
| 51                     |                                     | MAGENY.....           | 10                                 | 58    | 12                 | 27    | 6     | 50    | 9                  | 57    | 10             | 27    | 12                 | 27    | —     | —     | 9                  | 57    | 8                  | 6     | 6          | 6       | 3          | 3     | 13         | 0     | 10               | 0     | —           | —     | —             | —     | —           | —     |              |       |            |  |
| 55½                    |                                     | CARLOW.....           | 11                                 | 10    | 12                 | 45    | 7     | 5     | 10                 | 15    | 10             | 45    | 12                 | 45    | —     | —     | 10                 | 15    | 9                  | 6     | 7          | 0       | 3          | 6     | 14         | 6     | 10               | 6     | 19          | 0     | 33            | 0     | 42          | 0     | 21           | 0     |            |  |
| 59½                    | IRON BRIDGE RAILWAY.                | MILFORD.....          | 11                                 | 20    | 12                 | 55    | 7     | 15    | —                  | —     | —              | —     | 12                 | 55    | —     | —     | —                  | —     | —                  | —     | —          | —       | —          | —     | —          | —     | —                | —     | —           | —     | —             | —     | —           | —     | —            |       |            |  |
| 66                     |                                     | BAGINASTOWN (Arrival) | 11                                 | 35    | 1                  | 15    | 7     | 35    | —                  | —     | —              | —     | 1                  | 15    | —     | —     | —                  | —     | 11                 | 6     | 8          | 6       | 4          | 3     | 17         | 0     | 12               | 6     | 23          | 0     | 39            | 6     | 50          | 6     |              |       |            |  |
| 36½                    | MONASTERYVAN.....                   |                       | 10                                 | 30    | 12                 | 1     | 6     | 21    | 9                  | 31    | —              | —     | 12                 | 1     | —     | —     | 9                  | 31    | 6                  | 0     | 4          | 6       | 2          | 3     | 9          | 0     | 7                | 0     | —           | —     | —             | —     | —           | —     | —            |       |            |  |
| 41½                    | PORTARLINGTON.....                  |                       | 10                                 | 48    | 12                 | 17    | 6     | 34    | 9                  | 47    | —              | —     | 12                 | 17    | —     | —     | 9                  | 47    | 7                  | 0     | 5          | 6       | 2          | 9     | 10         | 6     | 8                | 6     | 14          | 0     | 24            | 6     | 31          | 6     | 16           | 0     |            |  |
| 50½                    | MARYBORO'.....                      |                       | 11                                 | 23    | 12                 | 42    | 6     | 56    | 10                 | 12    | —              | —     | 12                 | 42    | —     | —     | 10                 | 12    | 8                  | 6     | 6          | 6       | 3          | 3     | 13         | 0     | 10               | 0     | 17          | 0     | 30            | 0     | 38          | 6     | 19           | 0     |            |  |
| 59½                    | MOUNTNATH & CASTLETOWN.....         |                       | 12                                 | 2     | 1                  | 9     | 7     | 17    | 10                 | 39    | —              | —     | 1                  | 9     | —     | —     | 10                 | 39    | 10                 | 0     | 7          | 6       | 3          | 9     | 15         | 0     | 11               | 6     | 20          | 0     | 35            | 0     | 45          | 0     | 22           | 6     |            |  |
| 67½                    | ROSCREA & BORRIS.....               |                       | 12                                 | 30    | 1                  | 32    | 7     | 41    | 11                 | 5     | —              | —     | 1                  | 32    | —     | —     | 11                 | 5     | 11                 | 6     | 8          | 6       | 4          | 3     | 17         | 6     | 13               | 0     | 22          | 6     | 39            | 6     | 50          | 6     | 25           | 6     |            |  |
| 79                     | TEMPLEMORE.....                     |                       | 1                                  | 10    | 2                  | 5     | 8     | 20    | 11                 | 38    | —              | —     | 2                  | 5     | —     | —     | 11                 | 38    | 13                 | 0     | 10         | 0       | 5          | 0     | 19         | 6     | 15               | 0     | 26          | 6     | 46            | 6     | 59          | 6     | 30           | 0     |            |  |
| 86½                    | THURLES.....                        |                       | 1                                  | 40    | 2                  | 30    | 8     | 45    | 12                 | 3     | —              | —     | 2                  | 30    | —     | —     | 12                 | 3     | 14                 | 6     | 11         | 0       | 5          | 6     | 22         | 0     | 16               | 6     | 29          | 0     | 51            | 0     | 65          | 6     | 33           | 0     |            |  |
| 99½                    | DUNDRUM.....                        |                       | 2                                  | 30    | 3                  | 5     | —     | —     | 12                 | 38    | —              | —     | 3                  | 5     | —     | —     | 12                 | 38    | 16                 | 6     | 12         | 6       | 6          | 3     | 25         | 0     | 19               | 0     | 33          | 6     | 58            | 6     | 75          | 0     | 37           | 6     |            |  |
| 107                    | LIMERICK JUNCTION.....              |                       | 3                                  | 5     | 3                  | 35    | —     | —     | 1                  | 8     | —              | —     | 3                  | 35    | —     | —     | 1                  | 8     | 18                 | 0     | 13         | 6       | 6          | 9     | 27         | 0     | 20               | 6     | —           | —     | —             | —     | —           | —     | —            | —     |            |  |
| 110½                   | WATER FORK & LIMERICK.              | TIPPERARY (Arrival)   | 3                                  | 50    | —                  | —     | —     | 1     | 25                 | —     | —              | 3     | 50                 | —     | —     | 1     | 25                 | 19    | 0                  | 14    | 3          | 7       | 1          | 28    | 4          | 21    | 6                | 40    | 0           | 68    | 6             | 90    | 6           | 45    | 6            |       |            |  |
| 115                    |                                     | PALLAS.....           | 4                                  | 2     | —                  | —     | —     | 1     | 35                 | —     | —              | 4     | 2                  | —     | —     | 1     | 35                 | 19    | 8                  | 14    | 10         | 7       | 5          | 29    | 6          | 22    | 7                | 42    | 0           | 72    | 6             | 94    | 6           | 47    | 6            |       |            |  |
| 129                    |                                     | LIMERICK (Arrival)    | 4                                  | 35    | —                  | —     | —     | 2     | 8                  | —     | —              | 4     | 35                 | —     | —     | 2     | 8                  | 22    | 0                  | 16    | 6          | 8       | 5          | 33    | 0          | 25    | 0                | 44    | 6           | 77    | 6             | 100   | 6           | 50    | 0            |       |            |  |
| 117½                   | KNOCKLONG.....                      |                       | 4                                  | 5     | —                  | —     | —     | —     | —                  | —     | —              | 4     | 5                  | —     | —     | —     | —                  | 19    | 6                  | 15    | 0          | 7       | 6          | 29    | 6          | 22    | 6                | 39    | 6           | 69    | 0             | 88    | 6           | 44    | 6            |       |            |  |
| 124½                   | KILMALLOCK.....                     |                       | 4                                  | 27    | —                  | —     | —     | —     | —                  | —     | —              | 4     | 27                 | —     | —     | —     | —                  | 21    | 0                  | 15    | 6          | 7       | 9          | 31    | 6          | 23    | 6                | 42    | 0           | 73    | 0             | 94    | 0           | 47    | 0            |       |            |  |
| 129½                   | CHARLEVILLE.....                    |                       | 4                                  | 39    | —                  | —     | —     | —     | —                  | —     | —              | 4     | 39                 | —     | —     | —     | —                  | 21    | 6                  | 16    | 6          | 8       | 3          | 32    | 6          | 25    | 0                | 43    | 6           | 76    | 0             | 97    | 6           | 49    | 0            |       |            |  |
| 137½                   | BUTTEVANT.....                      |                       | 5                                  | 5     | —                  | —     | —     | —     | —                  | —     | —              | 5     | 5                  | —     | —     | —     | —                  | 23    | 0                  | 17    | 6          | 8       | 9          | 34    | 6          | 28    | 6                | 46    | 0           | 80    | 6             | 103   | 6           | 52    | 0            |       |            |  |
| 144½                   | MALLOW.....(Arrival)                |                       | 5                                  | 27    | —                  | —     | —     | —     | —                  | —     | —              | 5     | 27                 | —     | —     | —     | —                  | 24    | 0                  | 18    | 0          | 9       | 0          | 36    | 0          | 27    | 0                | 48    | 6           | 85    | 0             | 109   | 0           | 54    | 6            |       |            |  |
| 168                    | CORK.....(by Coach)                 |                       | 8                                  | 30    | —                  | —     | —     | —     | —                  | —     | —              | 8     | 30                 | —     | —     | —     | —                  | 29    | 6                  | 21    | 0          | 12      | 0          | —     | —          | —     | —                | —     | —           | —     | —             | —     | —           | —     | —            | —     |            |  |

The Company do not pledge themselves for the arrival of the Trains exactly at the times notified in these Tables, which are intended to show the times approximately only.



## OPENING OF THE LINE TO MALLOW

*From the report in the Illustrated London News:*

The anniversary of the great Patron Saint of Ireland (March 17) was selected for the partial opening of this extension line of Railway, connecting Mallow with Buttevant, on the main trunk; and, accordingly, the trains, heretofore running between Dublin and Tipperary, *en route* to Cork, on this day steamed up to the Mallow terminus.

The street and thoroughfares were crowded by thousands of all grades and classes, thronging on to the terminus to behold the great, and, to many of them, the astounding innovation. The hour named for the arrival of the train from Dublin was two o'clock, long before which every foot of ground in the vicinity of the station-house and terminus had its occupant – the grounds adjacent, which rise to a considerable height, and consequently command an extensive view, being also thronged by hundreds; and it was with much difficulty that even the track itself could be kept clear.

At length, two o'clock arrived as did *no* train and the consequence was that disappointment was fast giving place to insubordination. All doubt and uncertainty were however put an end to in a few minutes, as the shrill whistle of the engine broke upon the ear; and immediately all eyes were turned in the direction whence it came. There could be no mistake now, the shrilly piping and curling smoke told of the approach of the expected train; and as the first glimpse of it was caught the cheering was taken up along the line. But, hold! It is not the train, but merely a precursor engine, sent on to announce that the bone fide train was on its way, and might be expected in fifteen minutes.

Within this time the train appeared, and was welcomed with a tremendous cheer and waving of hats. On, on it came, the great engine panting, hissing, screeching, and fuming whilst the peasantry cheered or stood mute in wonder, occasionally uttering ejaculations of surprise and astonishment. On a nearer approach, the green flag was seen waving in the front, whilst laurel bows and branches were tastefully wreathed over the carriages – a goodly train of which, and well filled, were yoked to the engine. Another burst of cheering ran from end to end of the line of spectators; and amidst loud and protracted cheering on came the locomotive, steaming rapidly and steadily up to the terminus, where it was brought to, amid increased acclamation from the multitude.





## BUILDING THE LINE FROM MALLOW TO CORK

*A progress report from engineer Sir John Macneill:*

“The Mallow embankment and viaduct is the first heavy work between Mallow and Cork, and commences just after passing the station at Mallow; the embankment is far advanced – it will contain, when completed, 580,000 cube yards, of which 500,000 have been already put in. The south abutment and four of the piers of the viaduct are up to the springing of the arches; the north abutment is nearly to the same height, and the remaining five piers are to the average height of 20 feet each. Arch-sheeting is cut and dressed to complete six arches; 150 stone-cutters are daily employed in preparing the remainder. The Goold’s-hill cutting, on the south side of the embankment, is nearly completed. From Goold’s-hill to Kilmona, a distance of nine and a half miles, the fencing is nearly completed.”

“The total quantity of earthwork on this division is 352,476 cube yards, of which 334,600 have been removed, leaving 17,876 still to be done. The total quantity of rock cutting is 536,123 – a further reduction of about 100,000 cube yards will enable the line to be opened to Blackpool.”

“There are ten contract bridges on this division, including three river bridges. Two of the river bridges, those of Mourne-Abbey and Bamfort Rivers, are completed; the third, over Glencam River, is about two-thirds arched. Three of the road bridges are complete, and the others nearly so, except Ballinamona turnpike-road Bridge, which has not yet been commenced.”

“The culverts and drains are complete. One mile of permanent way has been laid near Bamfort. The division into Cork commences at Kilmona and extends to Blackpool. The fencing is nearly completed. The total quantity of earthwork on this division is 377,429 cube yards, of which 303,000 have been excavated. The total quantity of rock cutting is 333,549 cube yards; of this, 181,000 have been excavated. The heavy rock cutting at Rathpeacon is nearly out, and the embankment at Balinaraha is rapidly progressing. There are two viaducts on this division, one at Kilnap, and the other at Whitechurch.”



*No. 801 "Macha" in single- chimney form at Glanmire Road, Cork*







*Cork to Belfast "Enterprise" leaving Cork Tunnel in 1950 with the Dublin leg of the service. In 1934, this locomotive, driven by Mark Foley, made the record run from Cork to Dublin in 143 minutes.*





## THE EXTENSION OF THE RAILWAY TO CORK

*The following account was reported in the  
"Railway Times" of October 27, 1849:*

The visiting trip took place on Thursday last. To this were invited his Excellency the Lord Lieutenant, who was accompanied by his aide-de-camps, the Right Hon, the Lord Mayor, the Duke of Leinster, the Lord Chancellor, Lord Hawarden, Lord Monteagle, Sir William Somerville, Bart., Sir Philip Crampton, Bart., Sir Matthew Barrington, Bart., Sir Duncan McGregor, Sir John McNeil, Sir Robert Kane, Col. Caruthers, Hon. M. Ponsonby, Thomas N. Redington, Esq., and a number of other persons.

From this the train proceeded on by the junction. Charleville, Buttevant, to Mallow, the place where the last excursion had taken place to, and here, on the other side of the lovely vale of the Blackwater, stopped to give the company time to visit the gorgeous viaduct completed over the Blackwater. It consists of ten arches, each 40 feet in diameter and 80 feet high! The lightness, the grace and beauty of this work excited the admiration of the whole company. On leaving this, almost immediately the tremendous cutting and embankments which have rendered these last 20 miles of railway so expensive and so difficult, commence. Within a mile of Mallow is a heavy, deep cutting through soil suddenly running into the hard, indurated slate-rock, which abounds in this part of the country, and to work which is most difficult.

More cuttings, and three other viaducts, had to be crowned before the train arrived at Cork. Two of these viaducts – one the Monad, the other the Kilnap – are great works. The Kilnap is 110 feet high, and 45 between the arches. The Monad consists of seven arches, and is 106 feet high; it was commenced on the 25th of August last year, and is now complete. We should mention that in the large embankment at Ballyvara there are 350,000 cubic feet of earth. The arrival at Cork was at Blackpool, on the edge of the city, somewhat in the same position as the terminus of Dublin.



*The reason for Cork City Railway's 5mph speed limit is apparent in this view, taken in June 1938. It is headed by C7 4-4-2 tank no 317, a rare sight in Cork streets after World War I.*



## LORD LIEUTENANT'S SPEECH AND DINNER AT IMPERIAL

Besides the noblemen and gentlemen who accompanied the Directors on this excursion from Dublin, and were invited to dine, several other noblemen joined the company on its way, or came by invitation to the dinner at Cork. Amongst these we noticed Sir William Lyons, mayor of the city of Cork; the Earl of Bandon, Lord Bernard, Hon. Mr. Bernard, Admiral Dixon, Colonel Speke, a son of Lord Doneraile's; E. Burke Roche, Esq., M.P.; – Greene; Esq., M.P.; William Fagan, Esq., M.P., &c.

After the usual loyal and patriotic toasts, the Chairman said that the next toast he would propose would be "The Lord Lieutenant and Prosperity to Ireland".

His Excellency the Lord Lieutenant rose and said, that it was with feelings of no common satisfaction he found his name connected with the "Prosperity of Ireland", and to see the manner in which that toast was hailed by the assembled company. It made him happy to find his name connected with a subject which always filled his thoughts, and which would for the future ever occupy him, whether in his public or private capacity. It was in connection with the prosperity of Ireland that he had received with thankfulness the invitation of the Chairman and the Court of Directors of this Company, and accepted their invitation with pleasure. They had all that day witnessed the splendour of the works they had visited – the magnificent viaducts – the gorgeous arches – the cuttings – the embankments – all finished in an amazingly short space of time. What good must not this work have done to the neighbourhoods through which it passed! The Chairman, he was pleased to see, had alluded gratefully to the loan of the Government, and it was his Excellency's belief that but for that loan they would not have reached Cork by railway at this time.





## RAILWAY ENGINEER SIR JOHN MACNEILL'S REPLY TO TOAST

*As reported in the "Railway Times" of November 3, 1849:*

Sir, – I sincerely thank you for the very flattering terms in which you have proposed my health; and to you, my lords and gentlemen, for the manner in which it has been received. (Hear.) I am truly happy that my professional labours have this day met your approbation. It has been my constant and anxious desire that the works of this great undertaking – the longest line of railway ever executed in these kingdoms by any one Company – should be brought to a satisfactory conclusion; and I am this day fully compensated for all the anxious moments it has cost me, in feeling that you are satisfied with the result of my labours (*Cheers.*)

The Chairman has alluded to one of the most important subjects connected with railway construction – the permanent way; and has told you that it differs from other lines of railway in its general character and details, and that it has met the approval of most of the scientific and practical men who have examined it. (*Hear.*)

This flattering encomium from the Chairman of the Company is to me a source of unbounded satisfaction; and I hope the flattering opinion he has of its merits will not be disappointed. (*Cheers.*) In the laying out and designing the works of this railway, and the others I am connected with in Ireland, it was my principle object to combine economy with durability, and safety to the public in the ultimate working of the trains.

How far I have succeeded in all these objects time alone will unfold; as far as safety, however, goes, we have every reason to be thankful, for in the five railways now open for public traffic for some years, which I have had the honour of constructing, we have never had an accident by which any passenger received the slightest injury though many thousands have travelled weekly over them since their opening." (*Cheers.*)

### FOOTNOTE:

Despite his genius and popularity, Sir John died aged 80, almost blind and in extreme poverty, ending his days in a single room at Cromwell Road, London, where he had been making match boxes in order to survive.





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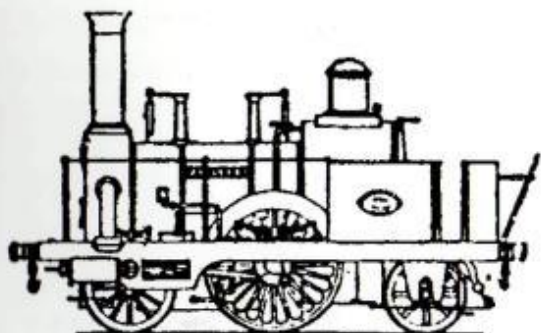
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*"Meadhbh completes hr first run at the head of the "Accelerated Mail Train".  
Seen here at Cork on July 17th. 1939.*





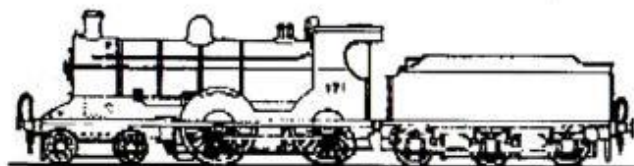


## Irish Railway Record Society

The Society was founded in 1946 and is currently in its 53rd year. Membership has now exceeded 1,000 and the principle function of the Society is to research rail transport history and current affairs which are published in its journal, issued three times per year.

The Society has its headquarters at Heuston Station, Dublin, which houses its library, Archives and meeting rooms, and is open on Tuesday evenings from 20.00hrs. to 22.00hrs. (July to August excepted).

## RAILWAY PRESERVATION SOCIETY OF IRELAND



The Society was formed in 1964 with the objective of preserving, for future generations, the enjoyment of steam railways. To this end it has restored both steam locomotives and historic coaches to working order.

The Society is a totally voluntary organisation and enjoys charitable status. Membership is open to all.

Details on all aspects of the Society's activities may be had by writing to: P.O. Box 74, Blackrock, Co. Dublin. Tel/Fax (01) 288 0073

GNRI No 171 "Slieve Gullion"

*This 4-4-0 locomotive was built by Beyer Peacock of Manchester for the Great Northern Railway Ireland in 1913. She was substantially rebuilt in 1938 at the Railway's Dundalk works. Ownership passed to CIE in 1958 and in 1963 the engine was sold to the Ulster Transport Authority. When withdrawn from service in 1965 the Railway Preservation Society of Ireland were happy to take responsibility for her.*



*1849*

*G. S. & W. R.*

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*1999*

*IARNRÓD  
EIREANN*

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