

IRISH RAILWAY RECORD SOCIETY

OUTING BY SPECIAL TRAIN TO

CORK, COBH & MIDDLETON

SATURDAY 20 JULY 2013



Welcome on board today's Railtour to Cork, Cobh and Midleton. Our train is due to be formed by the RPSI Cravens and GSV set, operated by two 071-class locomotives. Refreshments, including sandwiches, burgers, hot dogs, cakes, tea and coffee will be available on board. A full bar service will operate throughout the tour. A selection of railway books, and back numbers of the Society's Journal will be available for purchase on the train.

There will be photo opportunities at intermediate stations as set out in the timetable. Please obey the instructions and announcements of the train staff, RPSI and IRRS stewards and do not attempt to stray into non-public areas to get that 'special photograph'. Please stay safe at all times and enjoy the day.

Railways of East Cork

By the time the GS&WR's main line was completed into Cork in 1855, a number of proposals for lines eastwards from the city had been made. The first, put forward in 1845, was for a railway between Cork and Waterford along the coast, but when this failed it was partly replaced by two smaller schemes, one for a railway between Waterford and Tramore and the other for a line linking Cork and Youghal. The Bill for the Cork & Youghal Railway (C&YR) received Royal Assent in 1854.

The many large residences, dotted along the northern bank of the River Lee, and two terraces of houses, Myrtlehill and Woodhill, which had only narrow strips of land between them and the main road, caused the C&YR considerable difficulty in obtaining space for the line and it was not until 10 November 1859 that the first section, Dunkettle-Midleton (9½ miles), opened for traffic. The eastward extension of the line to Youghal (14½ miles) opened in two stages during 1860 - Midleton-Killeagh on 27 February and Killeagh-Youghal on 23 May. Finally, on 1 October 1860 the line from the Dunkettle to the Cork terminus at Summerhill was opened. The initial service over this latter section used horse-drawn vehicles travelling over temporary track. After seven months the line was closed to allow the permanent track to be laid. Eventually the first steam-hauled train left Summerhill for Youghal at 09:45 on 30 December 1861. While land had been purchased and bridges had been constructed to accommodate double track, the line was initially single track.

Meanwhile construction of a branch to Queenstown (Cobh), which had been authorised in 1855, was proceeding slowly. The branch diverged from the 'main line' at Queenstown Junction (later Cobh Junction and now Glounthaune), about 5½ miles from the Summerhill terminus. Objections raised by the Admiralty that the Slatty and Belvelly viaducts would pose an obstruction to navigation resulted in a six-month delay while agreement between the parties was sought. The line opened for traffic on 10 March 1862 and, like the 'main line' from Cork to Youghal, was single track. The original Slatty and Belvelly viaducts were of timber construction and were replaced by iron structures during the 1880s. The larger of the two, the Slatty Viaduct, carries the line over the channel separating Harper's and Fota islands on six 70 ft spans. The smaller Belvelly Viaduct takes the line from Fota Island on to Great Island. It has three spans, two of 60 ft and one of 70 ft.

The C&YR was never a profitable company. The company's woes were not helped by the activities of English financier David Leopold Lewis, who purchased large quantities of C&YR shares, paying up to 40% over the market price for them. He also purchased a steamer which was to ply on the River Blackwater and in 1861 he bought the entire town of Youghal from the Duke of Devonshire, with the intention of developing it into the 'Brighton of Ireland'. However, by April 1865 Lewis was bankrupt, with debts of approximately £850,000, his only assets being his C&YR shares. By this time negotiations for the sale of the C&YR to the GS&WR were already underway. The GS&WR began working the line on 1 April 1865 and an Act in the following year confirmed the acquisition, the price paid being £310,000, about half of what it had cost to build the C&YR.

Soon after its takeover of the C&YR was complete, the GS&WR laid in a junction at Grattan Hill to connect the Youghal and Cobh lines to Penrose Quay and thus to the main line from Dublin. This connection, which opened in 1868, would have passed just to the east of the current station's bay platforms and was initially used by goods trains only. The GS&WR also set about doubling the line to Queenstown - work on the Cork-Queenstown Junction section was completed in 1869 with the remainder being finished in 1882. The Queenstown Junction -Youghal line remained single track. With the opening of the new Glanmire Road station (now Kent station) the original connection was replaced by the current alignment which joined the former C&YR line at Tivoli Junction (also known as Water

Street Junction), a short distance to the east of Grattan Hill. Whereas the C&YR considered the line to Youghal to be its 'main line', with Queenstown Junction - Queenstown being a branch, the GS&WR decided to reverse these. The mileposts were altered to reflect this change with those between Glanmire Road and Queenstown being altered to read from Dublin (as a continuation of the 'main line' mileages) and the Queenstown Junction - Youghal line having its zero point at the junction. From 1900 only a single track, connected to the down Queenstown line at Tivoli Junction, ran into the former Summerhill terminus.

The Dublin-Cork Day Mail was extended to Queenstown from 1 July 1876. Through working continued until August 1922, when damage to the Belvelly Viaduct during the Civil War caused the service to be cut back to Cork. Local services continued to operate to and from Summerhill until February 1893, when they were transferred to the then newly opened Glanmire Road (now Kent) station. The line to Summerhill remained in situ and the right-of-way was maintained by running a train, generally a locomotive and brake van, into the station once a year until 1927. The line was progressively lifted during the 1930s, with the part remaining in-situ being used for storing wagons. The turnout at Tivoli Junction was removed in the 1940s, thus disconnecting Summerhill from the railway network. The alignment was finally abandoned in 1971.

Services on the former C&YR lines remained basically unchanged from the opening until the early 1960s. Four or five trains operated on the Youghal line on weekdays throughout the year, with two services on Sundays. Additional Sunday services operated during the summer months, especially when the weather was fine. For a short period before World War I an express service operated to and from Youghal on Wednesdays; it called at Midleton only and took 45 minutes for the journey.

The Cobh line always had a good service and as early as the Summer of 1863 a train left both Cork and Cobh on the hour throughout the day - perhaps this was Ireland's first regular interval timetable. The fastest trains between Cork and Cobh during GS&WR days were the Day Mails which were allowed 17 minutes for the 11½ miles. The evening business services, calling only at Rushbrooke took 20 minutes, while stopping trains took approximately 30 minutes. Today's trains are allowed 24 minutes to complete their journeys.

Regular passenger services on the Cobh Junction-Youghal line ceased on 4 February 1963. General goods traffic continued until June 1978, while beet trains operated until 1981. Summer Sunday excursions to Youghal continued until withdrawn by CIÉ in 1982. However the line was never formally closed and occasional special trains ran once every few years until 1988. The last train from Youghal was a Knock pilgrimage special in 1987, while in the following year two GAA specials operated from Midleton. The line closed to all services on 2 June 1988.

Over the years the names of certain stations has changed. Carrigtohill had a spelling change about 1910, altering it to Carrigtwohill. Queenstown became Cobh about 1925 and at the same time Queenstown Junction became Cobh Junction. The latter was renamed again on 27 August 1994 becoming Glounthaune.

The Cork-Cobh line was closed between Glounthaune and Cobh for almost five weeks from 9 December 2004 for works on the Slatty and Belvelly viaducts. This €6m project involved the refurbishment of Slatty viaduct (at 172 miles 316 yards) and the renewal of Belvelly viaduct (172 miles 1,182 yards). Slatty viaduct has six 70ft wrought-iron spans, each comprising a set of three parabolic wrought-iron trusses. The work undertaken included replacing 10,000 rivets with high-strength bolts, the installation of a concrete deck above the existing wrought-iron deck, repairs to the piers and strengthening of the approach arches. On Belvelly viaduct the work included the replacement of the three original wrought-

iron spans with tubular steel ones of the same general appearance, the installation of additional tubular steel piles to the foundations, repairing the piers and strengthening of the approach arches. Following the work, both viaducts have 'silent decks' with embedded rails and the line speed across them was raised from 25 mph to 50 mph.

Proposals for the re-opening of the Glounthaune-Midleton section date back to the 1992 Cork Land Use Transportation Study report. This was supplemented in June 2000 by A Strategic Review of the Cork Suburban Rail Network, prepared by Ove Arup & Partners on behalf of IÉ. The re-opening of Glounthaune-Midleton was included in the Transport 21 investment programme and €75m was allocated to the project. CIÉ submitted an application for a Railway Order covering the proposed works to the Minister for Transport on 15 May 2006. The Public Inquiry into the project was held at the start of November and the Inspector's report was published on 22 January 2007, with the Minister signing the Railway Order on 5 April.

The new permanent way runs from MP 0 at Glounthaune to the Midleton siding buffer stop at MP 6½. There is a double junction layout at Glounthaune, with the two lines merging 600 metres beyond the junction, thereby enabling two trains to cross on the branch. The remainder of the line is single, except for a long passing loop, 1,898 metres between the turnouts, at Carrigtwohill and two platform tracks at Midleton. There are three level crossings on the line: Water Rock (5 miles 545 yards), Ford (5 miles 1,026 yards) and Mill Road (6 miles 380 yards). Line speed is 60mph. The two stations on the line, Carrigtwohill and Midleton, each have two 90m long platforms. Due to restricted space and access at the old Carrigtwohill station, it was decided to build a new station and 200-space car-park at MP 2½, to the west of the original one. The signalling on the branch is operated by a standard Solid State Interlocking (SSI) supplied by Westinghouse, Chippenham, with the console and associated communications equipment initially being located in Glounthaune signal cabin. The signal prefix is CE (Cork East).

On 8 July 2009, following approval by the Railway Safety Commission, the line was transferred from IÉ's New Works Dept. to Operations and driver training commenced. The Glounthaune-Midleton line was officially reopened by the Minister for Transport on 30 July, when he and guests travelled by train from Cork to Midleton. The train, which was composed of railcars 2616/05/02/01, departed Kent station at 12:15 and was driven by Kieran Collins from the Cork Locomotive Depot. Coincidentally, his uncle, John Collins had driven the last train out of Midleton on March 17, 1988.

The Cork-Cobh section was re-signalled between Thursday 1 and Monday 5 April 2010. The new scheme was accommodated on the existing CE console, which was transferred from Glounthaune to Cork signal cabin upon the commissioning of the Cobh line signalling.

Front Cover: On 17 May 1971, CIÉ General Motors locomotive B150 arrives at Cobh Junction with a Cobh-Cork suburban service. Directly below the signal for the down Cobh line, a second train, also headed by a GM Bo-Bo, can be seen approaching the junction from the Youghal direction. (Photo: Jonathan Allen)
This photo is hosted on the Geograph Britain and Ireland website, a project by Geograph Project Limited, a charity registered in England and Wales. The project aims to collect geographically representative photographs and information for every square kilometre of Great Britain and Ireland. See www.geograph.org.uk for details.

Rear Cover: Locomotives 081+080 and the Cravens stock at Connolly station after arriving with the return RPSI 'Mystery Train' from Limerick on 1 October 2011. (Photo: Ciaran Cooney)

TIMETABLE

	arr	dep
Dublin Heuston		Train ID : B220
Kildare	Pass	10:05
Portarlington (<i>stop to pick up only</i>)	10:47	10:35
Templemore (<i>photo stop</i>)	11:23	10:48
Limerick Junction	Pass	11:33
Mallow	Pass	12:01
Cork Kent	13:03	12:36
		Train ID : B222
Cork Kent		13:20
Glounthaune		13:31
Rushbrooke (<i>photo stop</i>)	13:39½	13:47½
Cobh	13:51	
		Train ID : B223
Cobh		14:10
Glounthaune		14:22
Cork Kent	14:32	
		Train ID : B224
Cork Kent		14:55
Glounthaune		15:05
Carraigtwohill (<i>photo stop</i>)	15:10½	15:16½
Midleton	15:25	
		Train ID : B225
Midleton		16:00
Glounthaune		16:13
Cork Kent	16:21	
		Train ID : B221
Cork Kent		16:45
Mallow		17:11½
Limerick Junction		17:47
Templemore		18:12½
Portarlington (<i>set down stop only</i>)	18:46	18:47
Kildare		18:59
Dublin Heuston	19:40	
<i>nb: Intermediate times are not guaranteed</i>		

