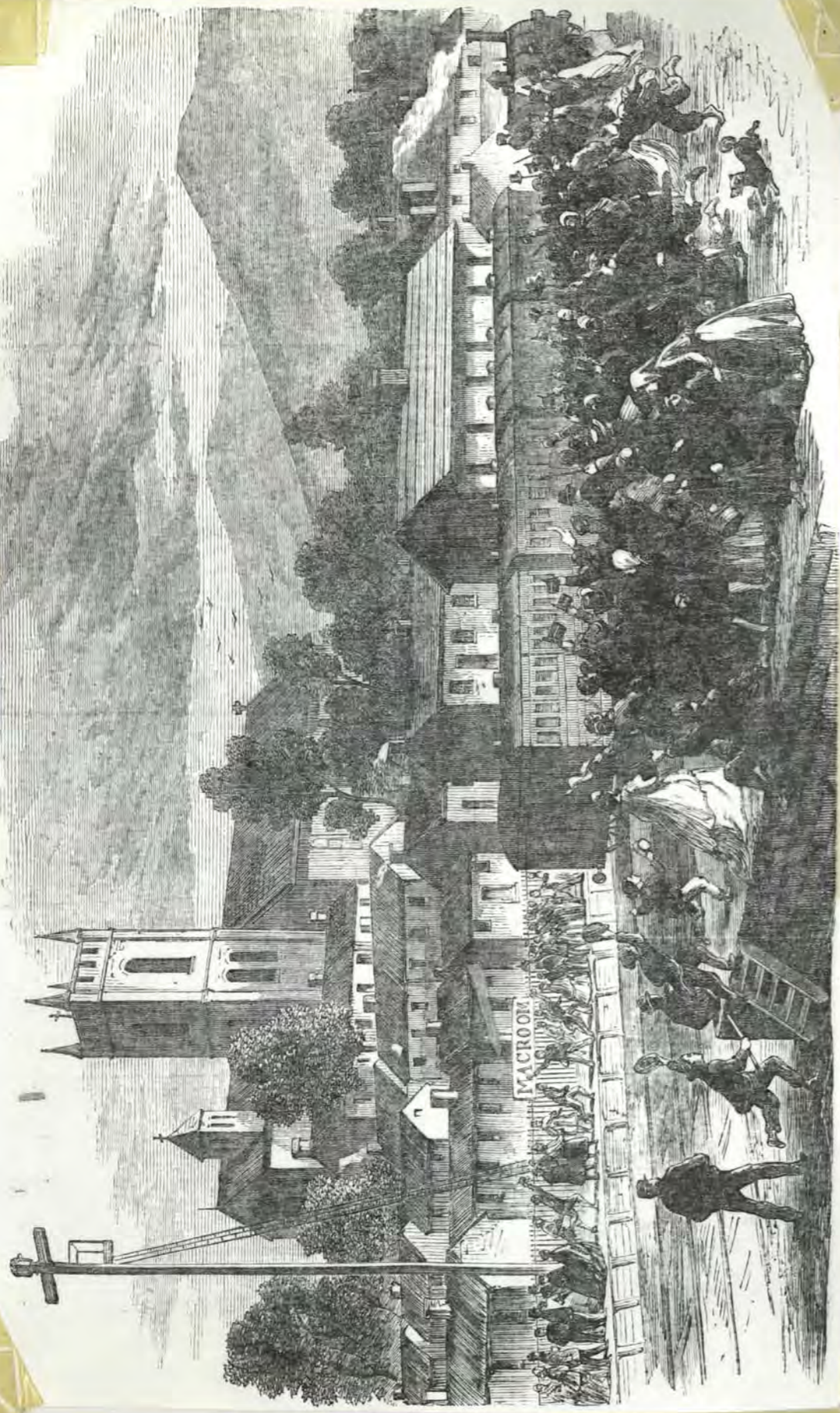


**CORK & MACROOM
DIRECT RAILWAY
ALBUM.**



C. CREEDON

1866 — 1955.



OPENING OF THE CORK AND MACROOM RAILWAY: ARRIVAL OF THE FIRST TRAIN AT MACROOM.

THE CORK AND MACROOM RAILWAY.

The Cork and Macroom Railway, a line of twenty-four miles, starting from a junction with the Bandon Railway, one mile from the city of Cork, was formally opened last Saturday, and has been opened for traffic this week. The country through which it passes is fertile and picturesque, and must ultimately produce a large agricultural traffic. The line has been constructed by Mr. Roynane in a most satisfactory manner. There are five intermediate stations, at which the train stops

by signal. These, with their respective distances from Cork, are—Ballincollig, 6 1/2 miles; Kilmoney, 9 1/2; Kilerua, 13; Crookstown road, 17; and Doonakey, 20 1/2 miles. The length of the journey in time is an hour and a quarter. The fares are moderate, being only 3s., 2s., and 1s. 6d. respectively for first, second, and third class, between Cork and Macroom, with a fare and a half for first and second class return, and 2s. third class return. There are three trains daily, except on Sundays, when the early train is diminished with. The goods rates are

also very reasonable. The rolling stock is of the very best description. The carriages have been built by the Ashbury Company of Manchester. They are all of teak-wood; roomy and convenient, well ventilated, and abundantly lighted. The engines are by Dubbs and Co., of Glasgow. All the arrangements for traffic appear satisfactory. Our illustration shows the arrival of the first train at the Macroom terminus.

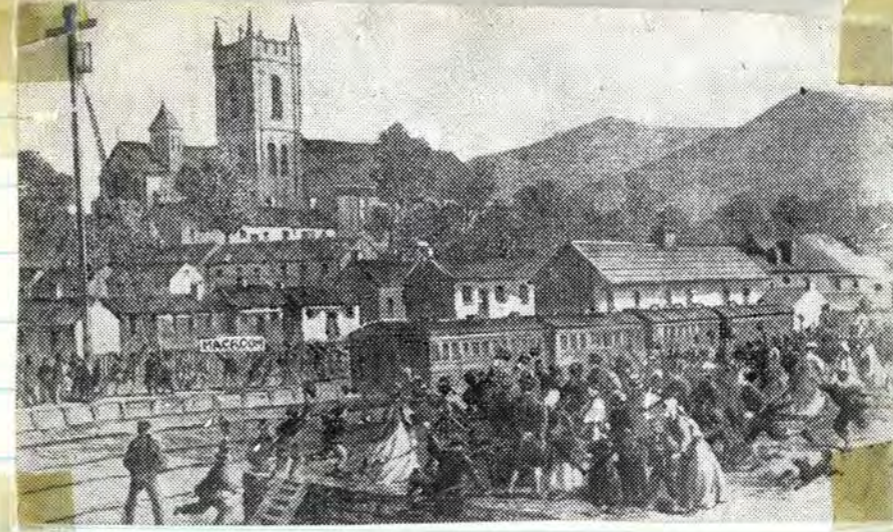
12th MAY 1866



CADWELL - MACROOM
GOODS TRAIN JULY 1914
PASSING BALLYPHEHANE
(LATE KEN NUNN)



CIRCA 1920
MACROOM - BOUND TRAIN
STEAMS WEST FROM
BALLYPHEHANE JCTN.
(BANDON LINE IN BACKGROUND).
(LATE REX MURPHY)



1866
ANOTHER SMALLER
VIEW OF OPENING DAY

3

CMDR
Carriage



CMDR No. 1. (Nos 2, 3, & 4 were smaller)



CMDR NO 6
AT CAPWELL
(2-4-2T)



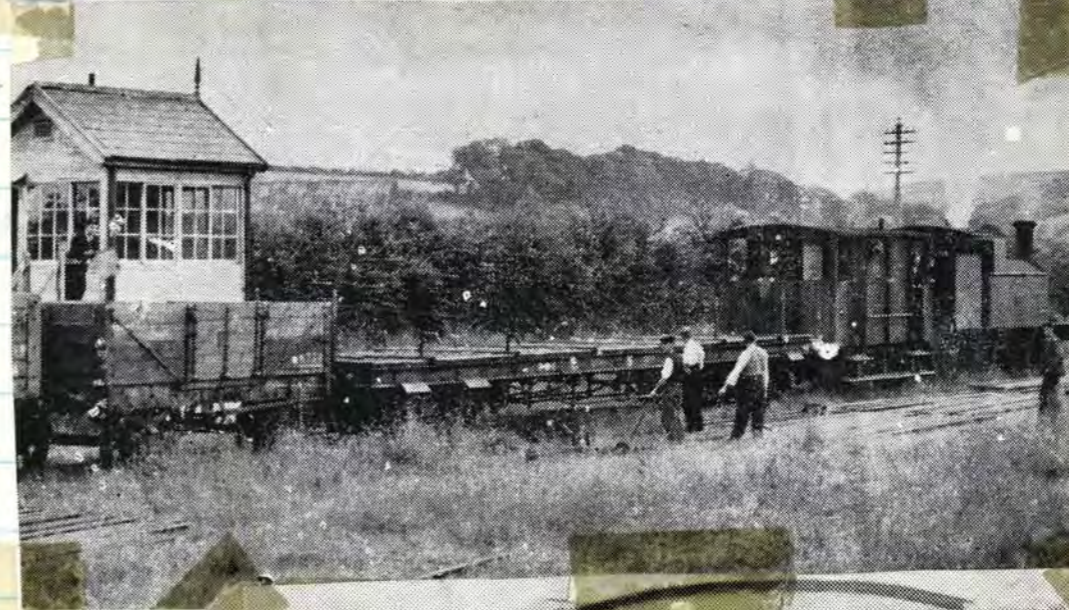
CMDR
No. 5
AT
CAPWELL
(0-6-2T)



CROOKSTOWN ROAD
IARS CORK AREA
OUTING OVER
MACROOM LINE
JUNE 1950

WALTER MCGRATH (LEFT)
J. KINSELLA (R.I.P.) (RIGHT)

PHOTO BY R.V. CLEMENTS

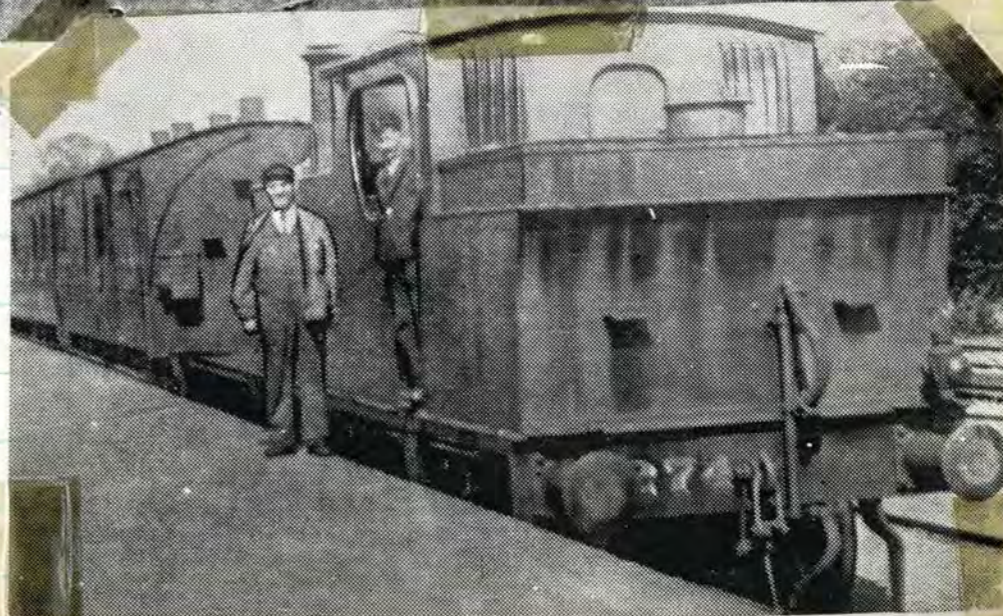


LIFTING
TRAIN AT
MACROOM

JUNE 1954

SIGNALMAN
TOM LINEHAN
AT LEFT

LAST
REGULAR
PASSENGER
TRAIN AT
MACROOM
JUNE 30th
1935.



CORK and MACROOM DIRECT.
Secretary, F. L. Lyster, Cork. Traffic Manager, J. J. Barry.

Miles	Distn.	Week Days				Sundays		Miles	Distn.	Week Days				Sundays		Notes
		arr	dep	arr	dep	arr	dep			arr	dep	arr	dep	arr	dep	
0	Capwell Station	arr	dep	arr	dep	arr	dep	0	Macroon	arr	dep	arr	dep	arr	dep	: Station for Glengarriff and Kilmurry Capwell Station
5	Cork	5:09	1:51	2:03	2:06	0	10:30	6	Dooniskerry	7:13	10:40	2:24	4:57	19	11:45	
6	Ballycollig	5:20	2:01	2:13	2:16	10:41	11	Crookstown Road	7:30	10:50	2:45	5:17	20	12:07		
9	Kilumney	5:30	2:11	2:23	2:26	10:52	14	Kilcrea	7:45	11:05	2:55	5:27	23	12:17		
12	Kilcrea	5:40	2:21	2:33	2:36	11:03	17	Kilmurry	7:55	11:15	3:05	5:37	24	12:27		
16	Crookstown Road	5:50	2:31	2:43	2:46	11:14	20	Ballycollig	8:10	11:30	3:15	5:47	25	12:37		
20	Dooniskerry	6:00	2:41	2:53	2:56	11:25	23	Cork	8:20	11:40	3:25	5:57	26	12:47		
24	Macroon	6:10	2:51	3:03	3:06	11:36	26									



CMDR
No. 3.
at Albert
Quay
Oct 1937
1928.

Photo
late F. Moore.

CMDR - Old Time Table

Sept 1867

	Week Days				Sundays	
d. Cork	5M	9.15M	4.30PM	}	9.30	4.30
a. Macroon	6.15M	10.30M	5.45PM		10.45	5.45
d. Macroon	7M	11M	6.30PM	}	11M	6.30PM
a. Cork	8.15M	12.15PM	7.45PM		12.15PM	7.45PM

(all trains 1st, 2nd & 3rd)

fares { Single 1/6 3rd 2/- 1st.
Return 2/- 3rd 4/6 1st.

Sts (intermediate) B'Collig, Kilmurry, Crookstown Rd, Dooniskerry

March 1870

	Weekdays				Sundays	
d. Cork	5M	9M	1.30PM	5PM	}	9.30 4.30
a. Macroon	6.15M	10M	3PM	6.15PM		10.45 5.45
d. Macroon	7M	10.15M	3.15PM	6.30PM	}	11M 6PM
a. Cork	8.15M	11.20M	4.30PM	7.45PM		12.15PM 7.15PM

fares Cork/Macroon 1st. Single 3/- Return 4/6
3rd. ✓ 1/8 ✓ 2/6
Sts (intermediate) B'Collig, Kilmurry, Kilcrea, Dooniskerry

December 1879. (No Macroon) 1st. Single 4/4 1st Ret 6/6
3rd Single 3/4 Ret 3/9.

Service 4 each way per day } Mueh.
2 on Sunday } 20 1870.

1881

Cork del.	5M	9M	1.30PM	5PM	}	2 trains each way on Sundays
Macroon arr.	6.30M	10.15M	3PM	6.15PM		Out 10.30-11.45
del	6.45M	10.30M	3.15PM	6.30PM	}	5PM-6.15PM
Cork arr	8.15M	11.45M	4.35PM	7.45PM		Return 12.20-1.30
						6.30-7.40

1890 (June)

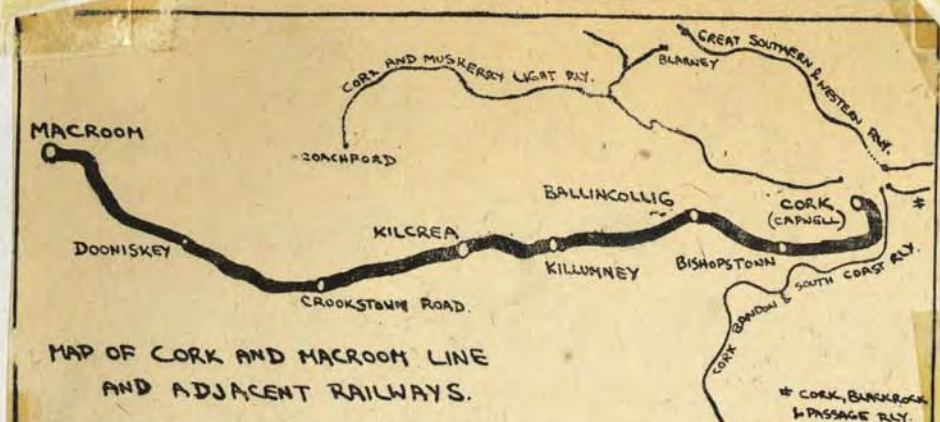
Cork del	5AM	9M	2PM	5.30PM	}	On Sat. there was a washie to B'Collig. 1-1.15pm returning 1.30-1.45PM
Macroon arr.	6.30M	10.15M	3PM	6.45PM			Sundays 2 trs each way 10.30-11.45 6-7.15PM. Ret. at 12-1.10. 7.30-8.45
Macroon del	6.45M	10.30M	3.45PM	7PM	}	
Cork arr	8.15M	11.45M	5PM	8.15PM		

1910

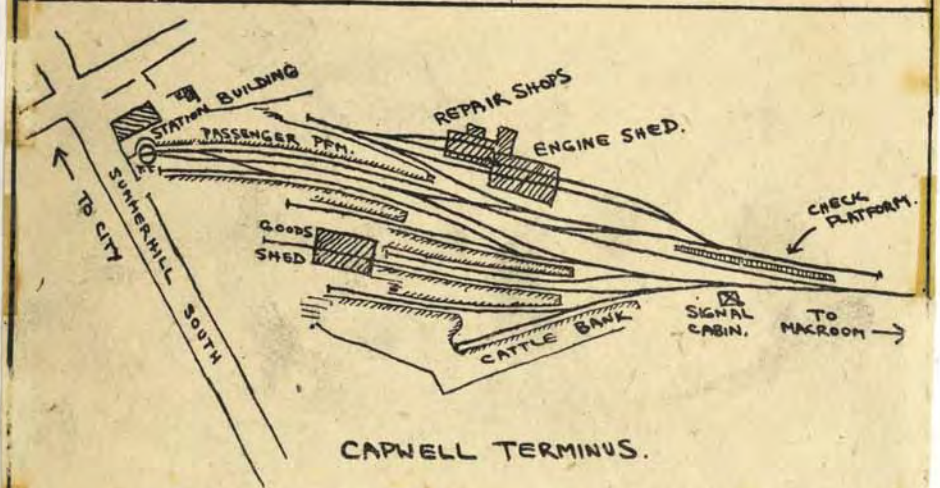
Cork del	5AM	9.15	2.30	6.15	}	Sat a train ran to Kilmurry only at 1.10PM
Macroon arr.	6.30M	10.15	3.30	7.15		
Macroon del	7M	10.30M	3.50PM	7.30PM	}	
Cork arr	8.30M	11.35M	4.50PM	8.35PM		1.10PM

Sunday. 4 trains each way.

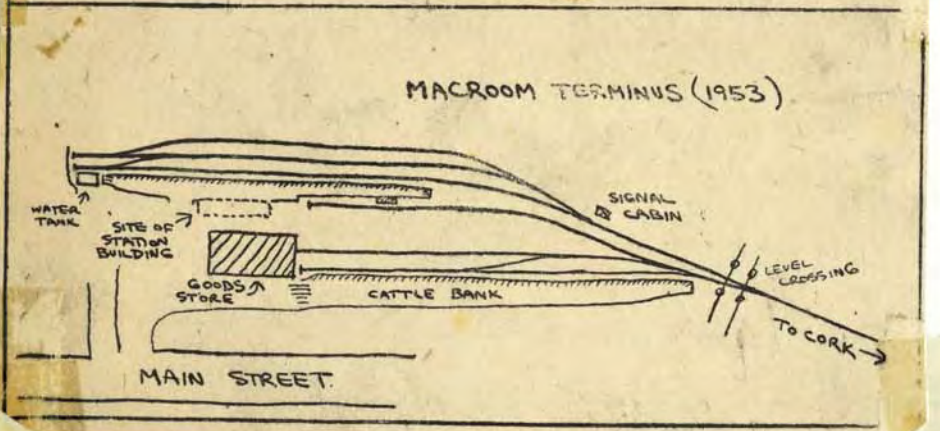
the 2.30 train gave a road connection from Kilmurry. The 3.50 pm train Xuberson gave a road connection from Kilmurry



MAP OF CORK AND MACROOM LINE AND ADJACENT RAILWAYS.



CAPWELL TERMINUS.



MACROOM TERMINUS (1953)

CAPWELL AFTER 1900.

1879-1896
←

CMDR. 1/2 YEARLY MEETING AT CAPWELL TERMINUS AUGUST 1885.

20-8-85. Meeting of C.M.D. Ry. Chairman (Massy) re. C.M.L.Ry. Bill, and Coachford section. "He did not intend to say anything offensive to anyone" but thought this Light Ry. a "stone in the sleeve of his company" for not proceeding with their Ballyvourney extension. Question of the C.M.L. Ry. went before a sympathetic Grand Jury, some of whom never set foot in that part of country, so unaffected by tax for it. Passed scheme on condition should be worked for number of years without tax levy on county, which was accepted. Privy Council changed that. Area fixed by P.C included places a few miles from Macroom! No tenant of his would ever make use of Coachford line". The whole of (his own company's) line would be tapped by C.M.L.Ry; very serious serious for shareholders. Glad opposition to Coachford line so successful. He (Chairman) responsible for this. Had said at previous meeting that if no one else opposed it, he personally would. Beard then took up matter. If Coachford line succeeded Ballincollig stn. might as well be shut up. It was Biggar. M.P., who was responsible for fate of Bill Macroom company paid out in expenses what should have gone to pay off their debt. It was "monstrous" being put to such expense, and the "vanquished company" should be made to pay costs. If (C.M.L.Ry.) made, first effect would be establishment of Fair at Coachford, which would hit his (Chairman's) pocket. Several letters in newspapers from Bourke (CMDR. solicitor) who referred to "venemous hostility"; a very unbecoming expression". Chairman would like to know to whom the above was intended to be applied; was it "venemous hostility" for his company to save their interests from being injured?.

THE CORK CONSTITUTION,

FRIDAY, AUGUST 21 1884

CORK AND MACROOM DIRECT RAILWAY.

The half-yearly general meeting of the directors and shareholders of this company was held yesterday at two o'clock at the offices, Capwell, Cork. Mr. W. H. Massy, Chairman of the Board of Directors, presided, and there were present, Messrs. C. Rayeroff, Denny Lane, Timothy Mahony. Shareholders—A. M'Carthy, J. G. M'Carthy, jun., A. Rooney, G. Purcell, F. L. Lyster, J. Keyms, J. O'Neill Sisk, M.D.

The Secretary (Mr. Purcell) read the notice convening the meeting, and the seal of the company having been affixed to the register of the shareholders,

The Chairman moved the adoption of the report and statement of accounts (already published). He said that upon this occasion he was very happy to be able to be with them, and he would not be absent at any time if his health did not prevent him. On the last occasion that he attended the general meeting he was obliged to stay in bed for two days after. However, he was proud to be able to be with them that day, and to do what he could for the Macroom Railway, for his interest in it now was as great as ever it was before. (Hear, hear.) He had not much to say upon the report, which they had already had before them; the only thing he regretted was that the finances were not better. How to account for the falling off in the traffic, he really could not. About seven years ago their receipts for the twelve months amounted to £21,000. In the last 12 months they were only £15,000. That was a great difference—a great falling off. He did not know whether it was due to the falling off in emigration, but he did not think emigration had gone down to that extent. A few years ago they carried in the half-year 66,000 first-class passengers, and in the last half-year they carried only 55,000, and if they did not go beyond that they would be going at a very slow rate. The matter which chiefly brought him there that day was to say a few words in reference to the projected Cork and Coachford Light Railway. Some of the directors, and he supposed himself included, were very much unadvised upon for opposing that line. Looking at the map of that district they would see that the tramway to Coachford from Cork would seriously interfere with their line. When the Cork and Macroom railway was originally proposed, three schemes were put forward, viz:—the present line, and two others to the north of it. Mr. John Walter Bourke, who was so much down upon the directors at present, was the solicitor for the company then, and he (the chairman) remembered when in the town of Macroom having received a letter from Mr. Bourke, saying, "For God's sake come over or the line is lost." That was the present line, and at the time there was a great agitation in favour of the northern line. This line now proposed was a revival of the line that the Macroom Railway Company opposed before, and successfully opposed. (Hear, hear.) Mr. Bourke was very much in favour of this line at present, but, perhaps, not many of the shareholders were aware that an offer was made to the directors that if they withdrew their opposition to the Coachford line, the directors of that line would assist the Macroom directors to carry out

a line to Ballyvourney. The directors knew that such an arrangement would bring them no additional traffic; they already had all the traffic from Ballyvourney and district, but he should say that the Cork and Macroom Railway Company were very badly treated as regards the extension to Ballyvourney. (Hear, hear.) They came forward with the very handsome offer of £45,000, and they made it a condition of the agreement that the line should commence at both ends at the same time, for if they did not insist upon that they might find themselves dropped at Ballyvourney and left there. (Hear, hear.) The terms they offered were satisfactory to the promoters of the Kenmare and Ballyvourney line, but at the last moment the bill was withdrawn, thus shutting out, perhaps forever, the Macroom Company from that extension. He was quite satisfied that there were some gentlemen connected with the scheme who would have been glad to carry out that railway. However, if that railway to Kenmare had been made he did not think they could have worked it very satisfactorily, because there was an enormous bill to be got over, and it would require very heavy engines to work it, and the wear and tear would be very great. Their engineer, Mr. Madden, put forward some things which he considered were injudicious with regard to embankments, which would cost a lot of money. He (the Chairman) did not intend to say anything offensive to any person, but he thought this light railway to Coachford was a stone in the sleeve to them for not carrying out the railway to Ballyvourney. The question of the light railway went before a sympathetic Grand Jury, some of whom never laid eyes upon that part of the country, and who would not be affected one way or another by the taxation in respect of it. They passed it on the condition that it should be worked for a certain number of years without levying any tax on the country. That was accepted. The Privy Council, however, changed that. Now, surely, the Grand Jury were within their province in putting on a condition to which the promoters did not object. The area of taxation fixed by the Privy Council included places within a few miles of Macroom, and part of his (the Chairman's) property. No tenant of his, as long as they lived, would ever make use of the Coachford line. They proposed to tax within four miles of Macroom, and actually took in land at the southern side of Ballincollig. Any person looking at the map of the district would see that this light railway to Coachford would tap the Cork and Macroom line. He unhesitatingly asserted that from Macroom to Cork there was not a mile of their line that would not be tapped by the Coachford line. That would be a serious matter for the shareholders. (Hear, hear.) He was glad the opposition to the Coachford line was so successful. The saddle might now be put upon the right horse. He (the Chairman) it was who got that line opposed. (Hear, hear.) He stated at a former meeting that he would oppose it himself if nobody else did. The Board took the matter up, and now he thought the shareholders might congratulate themselves on the result. (Hear, hear.) If the Coachford line succeeded the Macroom Company might as well shut up the Ballincollig station. As they may have observed there was

had made for the erection of the new bridge on the railway. He (Mr. Lane) made an estimate of the cost of the work, but the accepted tender was not much more than one-half of it, and much less than the estimate of the company's engineer. Furthermore, the tender was from a first-class firm.

Mr. Rooney—Is it an Irish or English house?
Mr. Denny Lane—An English house.
Mr. Purcell—But the Irish houses got an opportunity of tendering. (Hear, hear.)
The Chairman said if they had a tramway between Killeera and Coachford it would be about six miles in length, and the people of the district would avail of it. There was no doubt an engineering difficulty at the top of Mr. Clarke's place, but it could be overcome. If they had this line, he believed, it would secure for them a large amount of additional traffic. (Hear, hear.)
Mr. Mahony was then moved to the second chair, and, on the motion of Mr. Rayeroff, seconded by Mr. Henry Good, a warm vote of thanks was passed to the Chairman for his continued interest in the company.
Mr. Mahony said the vote of thanks was well deserved. The Chairman, despite his delicate health, had paid the greatest attention to his duties.
The Chairman, in acknowledging the vote, said he might not be a director always but he would remain a shareholder until the concern was out of debt. (Hear, hear.)
The proceedings then terminated.

A Railway SHRINE Near Curraheen



SITUATED not far from Cork City, but very little known to the general public because it is on private property, is the unusual little Shrine of the Sacred Heart depicted in the sketch above.
It stands near the village of Curraheen, mid-way between Bishopstown and Ballincollig, and adjacent to the track of the Cork and Macroom railway. It has an interesting story.
Round about the years of the first Great War, two nuns—members of an enclosed Order in Cork—were out seeking arms in their horse-and-van in district beyond Bishopstown. They had called to a house some distance from the roadway, served by an avenue which crosses the Macroom line by a level crossing with protecting gates. As they came to these gates both nuns left the van to open them and leave the horse pass through. Neither of them noticed that a fast train was approaching citywards around the rather sharp curve beyond the level-crossing. Just as the horse passed over the track, the engine crashed into the van, damaging it severely before the terrified gaze of the Sisters. The van driver was badly shaken, but, fortunately, not severely injured.
In thanksgiving for what they considered to be a miraculous escape, the nuns' community decided to erect a small Shrine at the scene of the accident. This was originally in timber, and in the course of time rotted away, but the kindly landowner replaced it with a more durable concrete structure, which still stands, and serves as a reminder of the good nuns' narrow escape.



CAPWELL 1960

PHOTO: JOE ST. LEGER.

in the report a reference to Mr. Biggar, M.P. Some persons thanked God that they had a House of Lords, but the Macroom Railway Company might thank God that there was a Mr. Biggar in the House of Commons, and it was that gentleman they had to thank for the fate of the bill. Only for Mr. Biggar's action they would not see him (the Chairman) there that day, or perhaps ever again. The company paid away in expenses the money which should have otherwise gone to pay their debt. It was a monstrous thing to have been put to such expenditure, and he thought they ought to have their costs paid by the vanquished company. (Hear, hear.) The promoters of the Coachford Railway entered into this business with their eyes open. The Macroom Railway Company were forced into the opposition for their own protection, or else they would have been squelched altogether. The evidence for the Coachford Company was bolstered up, and he was sure that if they were questioned about it they would have to admit that it was exaggerated. The idea of one witness swearing that 161,000 tons of lime would be used in that district in twelve months was preposterous. He (the Chairman) did not think that such a quantity of lime would be used in the whole of West Muskerry in twelve months. What was lime? In his experience, lime without manure made both the farm and the farmer poor. He used a great deal of lime himself, but he used it one year and may not use it for the succeeding five years. If there was a railway station at Coachford what would the effect of it be? The first would be that they would have fairs held in Coachford, and that was a matter that would touch his (the chairman's) pocket individually, and he thought the shareholders of this line more so. (Hear, hear.) It would take from the fairs at Macroom, and consequently from the traffic on their line. He saw a letter in the newspapers from Mr. Bourke in which a very unbecoming expression was used. He used the expression, "venomous hostility," and he (the chairman) would like to know to whom it was intended to be applied. What was the meaning of it? Was it "venomous hostility" for that company to save their own interests from being injured. In other letters it was stated that the matter would be brought on again in twelve months, and Mr. John Healy, in a letter which he wrote, said it would pass. He (the chairman) had a letter from their solicitor, Mr. O'Connor, in which that gentlemen stated that if they were to bring on the subject again it should be gone over from the very beginning and go through the same course as before. All he (the Chairman) would say was that if they commenced it all over again the Grand Jury would not so readily sanction the guarantee. That was, he thought, a great thing in favour of the Macroom Railway Company. (Hear, hear.) He did not think he had anything more to say to them. As regards the accounts they were very plain. He regretted that they had not more money to carry forward. This time seven years he was in hopes that now they would not owe a shilling. The sooner they were

out of debt the better. At the last meeting they gave £300 towards the expenses of opposing the Coachford Tramway, which should have gone towards the reduction of their debt. He concluded by proposing the adoption of the report and statement of accounts.

Mr. Mahony seconded the proposition, which was passed unanimously.

Mr. Denny Lane said he had to propose the second resolution. It was to the effect that the directors be and are hereby authorised to discharge the balance of the expenses incurred in their opposition to the Cork, Blarney, and Coachford Tramway Bill. In proposing the resolution, he might have a good deal to say, but fortunately it had been better said by Mr. Massey. His remarks, therefore, would be very few. It might appear that he (Mr. Lane) was there that day in a somewhat anomalous position, having been the promoter of another railway project—namely, that of a direct line to Fermoy. In that case, however, there was no direct communication between Cork and Fermoy, and the only means of reaching the place was by the Great Southern and Western Railway, who made their own terms. His feeling on the matter was that as long as the Great Southern and Western Railway had a monopoly of the goods traffic between Cork and Fermoy the trade of Cork would be hampered and restricted. (Hear, hear.) Another reason why he supported the Fermoy line was because the tax would fall equally on the tenant and occupier—but in the district through which it was intended the proposed Coachford line should run, the entire of the charge would fall on the shoulders of the tenants. After a lengthened debate, the Town Council of Cork decided that the railway to Fermoy was of essential importance to the city of Cork; that it was a line that should be built, and put on themselves a tax of £4,000 a year. He thought he had stated sufficient to vindicate his conduct in supporting the Fermoy line and opposing the Coachford line. (Hear, hear.) He thought the shareholders of that company owed a debt of deep gratitude to Mr. Biggar—(hear, hear)—whose action denoted the highest amount of moral determination. They should be very thankful to a man who, like Mr. Biggar, had adhered to his moral convictions. (Hear, hear.) Another who had done them good service was Mr. Gollock. A number of Mr. Gollock's tenantry would be taxed if this line was made. Mr. Gollock did not believe it would pay, and without any assistance from that company he opposed the project with remarkable energy. (Hear, hear.) From what he (Mr. Lane) saw of Mr. Gollock's energy and ability he regretted, for the sake of the country, that he was not engaged in some manufacturing industry instead of living the quiet life of a country gentleman. (Hear, hear.) In conclusion, Mr. Lane pointed out that the costs which had been incurred by the company were in no way excessive.

Mr. John George M'Carthy, jun., seconded the resolution. He quite approved, he said, of the action taken by the directors in regard to the Coachford Tramway.

The resolution was unanimously adopted. The Chairman said before the meeting separated, there was one thing he forgot to mention. They could not be in better hands than Mr. O'Connor, solicitor, who had paid the greatest attention to their affairs.

Mr. Denny Lane congratulated the shareholders on the most satisfactory contract they

The Railway To Macroom —First Trains Ran 100 Years Ago This Week

By C. Creedon

ECHO 12/5/66.

Small railways have a special fascination and appeal to all railway lovers. One such line ran for 87 years, until its enforced closure in 1953, along the southern slopes of the Lee valley, linking Cork City with the Mid-Cork town of Macroom.

In its latter days, the rusty grass-covered tracks were disturbed on the second Tuesday of every month when two or three livestock trains operated for Macroom Fair.

I have happy memories of spending countless hours by the lineside, with camera in hand, waiting for these elusive trains to appear. But my patience was well rewarded for the sight and sound of the little engines, with their plumes of steam rising above the overgrown bushes, was a joy to behold as they rattled past at the regulation 25 miles per hour with their wagon loads of livestock and were soon out of sight.

OPENED IN 1866

Just a century ago, on May 12, 1866, the first regular trains operated from Cork (Albert Quay Station) to Macroom. Ten days later, the ceremonial opening took place and a newspaper account of the period gave a vivid description of the occasion, stating that yesterday the directors and

notable people connected with the building of the line."

1878 ACCIDENT

Passenger and freight traffic over the new railway developed rapidly and this prosperity continued up to 1878. In that year, the company's upward trend was checked by a very serious accident.

On the evening of Sunday, September 8, when the 7.15 p.m. train from Macroom was about a mile on the Cork side of Ballincollig, the engine suddenly left the rails, crashed through a hedge and overturned in an adjoining field.

The front carriage was also derailed and was smashed to matchwood; the unfortunate occupants were thrown in all directions.

A total of five persons (including the engine crew) lost their lives, while no less than 70 were injured. At an inquest held in Ballincollig, a verdict that death was caused by the engine running off the rails, due to the defective state of the track, was returned, and it was added that the directors

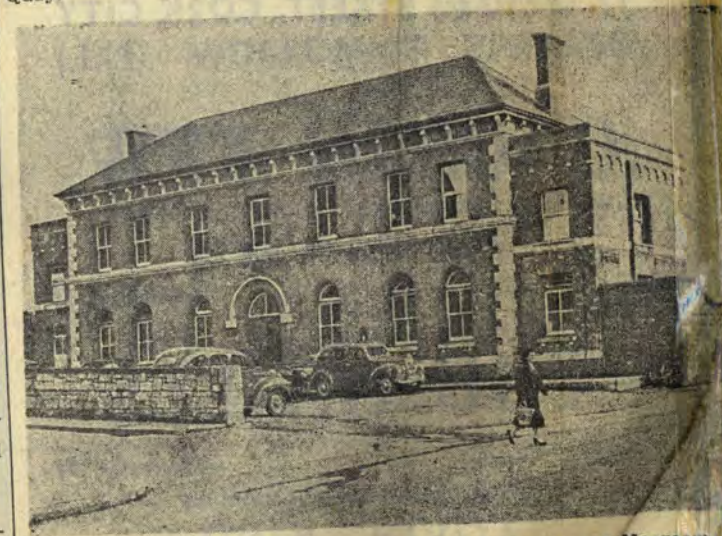
been experiencing difficulty in maintaining friendly relations with the Cork and Bandon directors. The latter considered the Macroom trains a hindrance to the working of their own traffic from Albert Quay and many disputes arose over running powers between Ballyphehane junction and Albert Quay.

lorries, which were garaged at the old railway premises.

LINK WITH 1916

It was over the Macroom line that the Cork Volunteers entrained on Easter Sunday, 1916.

They travelled from Capwell to Crookstown Road Station and then marched to the out-

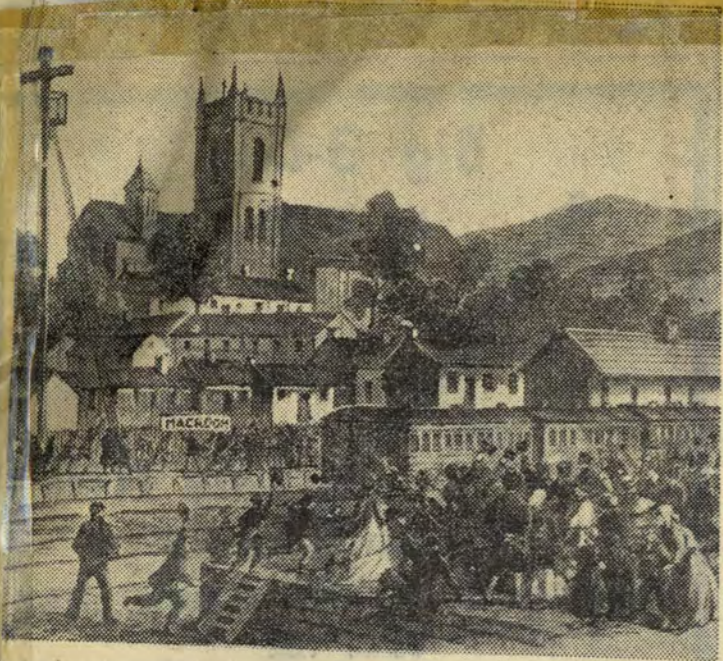


Capwell station, for long the head office of the Cork & Macroom Direct Railway Company.

These quarrels became more and more frequent as time went on and finally, in 1877, the Macroom Company decided to break away entirely from the Cork and Bandon

skirts of Macroom where they were demobilised.

During the Civil War of 1922-23, several bridges and signal cabins



Macroom railway station on the opening day, May 12, 1866. (From a contemporary drawing, and the artist took certain liberties with his subject).

shareholders of the Cork and Macroom Direct Railway Company were entertained by the residents of Macroom at a sumptuous dejeuner in celebration of the opening of the line of railway between the two centres. The guests arrived from Cork by special train at 1 p.m., and were met by a huge crowd of cheering Macroomians headed by the band of the West Cork Militia, and the party were subsequently escorted to the town's schoolhouse where the banquet was provided. At this function, Sir Augustus Warren, a local landowner, and other speakers paid tribute to the many

were entirely to blame for the occurrence.

DIRECTORS ARRESTED

The verdict was tantamount to one of manslaughter and warrants for the arrest of seven of the directors were issued. However, the charges against them were later withdrawn, but the company suffered much financially from the disaster as large sums were paid in compensation to the injured and the relatives of those killed.

SEPARATE STATION

For a number of years before the accident, the company had

on the line were damaged and for a time train services had to cease. However, within a short time, the company, with the aid of Government assistance, had the line restored to working order.

During the late 1920's and early 1930's, bus services were introduced on the Cork-Macroom route and drained so much traffic away from the railway that the passenger train service was withdrawn on July 12, 1935.

Thereafter, regular goods services operated, but even these

were withdrawn during the fuel shortage of 1947 and were never restored.

The only trains that operated subsequently were the monthly fair specials to Macroom and occasional grain trains to Macroom and Crookstown Road Stations. The fate of the line was sealed in 1950, when the E.S.B. announced the erection of a hydro-electric power station at Carrigrohoid which would flood the line beyond Doonisky.

LAST TRAIN IN 1953

line and they built a separate city terminus of its own. A site was procured at Capwell, at the junction of Summerhill South and Windmill Road, and work commenced on the construction of the new half-mile stretch of line in February, 1878.

Immediately it was opened to traffic, on September 20, 1879, the connection with the Bandon line was removed and the Cork and Macroom railway became isolated from the main West Cork system.

Between 1870 and 1912, the company drew up numerous schemes for extension railways westwards from Macroom but none of them materialised. However, the line to Macroom itself continued to prosper and at the half-yearly meetings, the company rarely failed to declare a dividend of five per cent. to shareholders. When the first world war broke out, the British Government insisted, much to the annoyance of the company, that the connection with the Bandon line be restored for the conveyance of military traffic to and from Ballincollig, where a large barracks was located.

This link remained until 1925, when Capwell Station was closed and all Macroom trains reverted to Albert Quay.

However, a single line into the Capwell premises remained until 1946 for the conveyance of wagons of petrol for the G.S.R. buses and

So the last livestock trains ran on November 10, 1953, and the line was officially closed from the following December. Removal of the track was completed two years later.

At the Capwell bus depot there are still many signs that it was once a railway station, and this, together with a few road over-bridges on the western outskirts of the city are the only reminders to-day of the once prosperous Cork and Macroom Direct Railway.

TRAIN HOLD-UP NEAR KILLUMNEY 1923.



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THE CORK AND MACROOM DIRECT RAILWAY.

(Paper read by Mr. Walter McGrath, Nov. 9th. 1950)

"We are now dealing with the 'plum' of the Irish Railways," stated one of the legal counsel at a court sitting dealing with the Irish Railway Amalgamation proceedings of 1924, when the subject of the Cork & Macroom Direct Railway came up for discussion. He was paying a well-deserved tribute to a small but profitable railway undertaking which, for nearly sixty years before that, had been a credit to its directors, and of which the people of Cork had been justly proud.

To-day the position is vastly different. The railway is still there, but in a neglected and dilapidated condition, and the traffic over it is insufficient to keep anything more than a skeleton staff employed. No passenger-services have operated since 1935; for some years after that date a daily goods train ran, but this was later reduced to a tri-weekly service. Then in the coal emergency of the early post-war years the line was "closed", and at present it is used only for two trains per month to serve the monthly cattle fair at Macroom. How long even that service will continue is a matter for conjecture.

Now that the future of the branch is in the melting-pot it is perhaps appropriate that its history should be written. Before going into details of the various developments which shaped the destinies of the 24½ mls.-long line, it would be better to give a birds-eye view of its past, and that can best be done by dividing its entire history into three main phases. The first was from its opening in 1866 up to 1878, when its fast-growing prosperity was checked by a tragic and fatal accident which was the one black mark in the history of the C.M.D.R. Company. During that period the Company used the Cork & Bandon terminus at Albert Quay. The second phase was from 1879, when the separate terminus at Capwell was procured, until the Amalgamation of 1924, and during that period the line was again a most flourishing concern. The third phase was from Amalgamation to the present day, and that could again be sub-divided into two periods - before and after the closing of the passenger services in 1935.

As the early 1860's dawned the idea of a railway in Macroom was by no means new. As is well-known, one of the earliest railway surveys of the country included a line from Dublin to Cork with a branch from Blarney to Berehaven, passing through Macroom. In later years, when that scheme did not materialise, three distinct plans were drawn up for joining Cork with Macroom by rail. The first was known as the "northern" line, as it was to run on the Coachford side of the River Lee, pass near Blarney and into a Cork terminus at York Street (now Thomas Davis St.) Blackpool. It was surveyed personally by Sir John McNeill. The promoters of this scheme visualised a branch joining their line near Blarney with the main G.S.W.R. line at Monard. In opposition to this was the "southern"

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route (finally adopted) which consisted of a line from the Cork & Bandon track at Ballyphehane (a mile from Cork) through Ballincollig, Killumney, Kilcrea, the vicinity of Crookstown, and Dooniskey to Macroom. The third scheme was an attempt at a compromise between the two, and was known as the "middle" route, because its course was almost entirely along the banks of the Lee. The "northern" and "middle" schemes failed, and on August 1st. 1861, the promoters of the "southern" route were incorporated as the Cork & Macroom Direct Railway Company and their Bill was obtained in due course. Mr. George Purcell was the first Secretary. The original Capital was £120000, the Company being authorised in 1861 to create £75,850 shares and £40,000 loans, and in 1868 £44150 preference shares and £10,000 loans.

The Chairman was Sir John Arnott, at one time Mayor of Cork, and Sir John Benson acted as Engineer. The contractor was Mr. Joseph Ronayne of Cork, who took a deep and personal interest in the line up to the time of his death in 1876. A member of a well-known Cork family, he had already made the Queenstown line, and had achieved a wide reputation in America as the builder of the gigantic San Francisco reservoir. Nearly all the directors were Corkmen, and it was a characteristic of the directorate that very few of them ever severed their connection with the Company during their lifetimes, or ever allowed their enthusiasm for the line to slacken.

The first sod was cut by Arnott on August 26th, 1863, near the site of the proposed junction with the Bandon line. There was a huge gathering present, which included the then Mayor of Cork, John Francis Maguire M.P. and Sir George Colthurst who had been a strong supporter of the "northern" route, but helped the "southern" morally and financially when the latter won through. A few days after this formal ceremony the real work commenced when Ronayne and his men went into action on the farm of Mr. Magner at Ballinaspigmore, Bishoptown.

The work proceeded rapidly, the entire line being fairly level, and there being few major engineering undertakings except the viaducts over the Lee and Sullane rivers near Macroom, and the unusually large number of overhead road bridges near Cork, at Ballyphehane, Pouladuff, Togher, Bishopstown, Curraheen etc. The cost of the line was approximately £6,000 per mile. An arrangement was come to with the Cork & Bandon Railway Company for the use of their terminus, the report of the latter for the second half of 1865 stating that they expected the arrangement to bring them in £1500 a year.

The line was opened for traffic on May 12th. 1866 and a gay dejeuner was held subsequently in Macroom. The train left at five minutes past one o'clock and arrived at its destination at two sharp. The following morning's newspapers (although they were full of Fenian "scares") gave the opening wide publicity and one stated:- "Nearing Macroom the train ran over detonators for nearly two miles and at the terminus it was met by the West Cork Artillery Band playing 'See the Conquering Hero Comes'. The district through which the railway passes is exceedingly rich and fertile and can scarcely fail to repay the shareholders handsomely. Three trains will run each way daily, with two on Sundays. There are two engines on the line - both from the manufactory of Dubs and Co. Glasgow, and the carriages are from the Ashbury Railway Carriages and Iron Company's Works at Manchester." (The press, naturally enough, did not report it, but the driver of that first engine was James Rattery who, twelve years later, was to lose his life in the Company's - and County Cork's - worst railway accident.

From the start the prosperity of the line was assured, and during the first

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six months of its existence 81,763 passengers³ used it, the receipts for the half-year being £6854. As additional locomotive - the first of two more 2-4-OT's - was ordered, and extensive buildings were erected at Macroom. This satisfactory state of affairs continued for some years, but gradually the Company found that their use of the Bandon terminus was not working out as well as had been anticipated. The usual disputes which almost inevitably occurred when two companies used the one terminus became more and more frequent, and about 1877 the Company decided to secure alternative accommodation. A site at Capwell (now the Cork City bus depot) was procured, and the Company commenced the task of extending their line from the Ballyphehane Junction to the new station. Before this was completed however, the tragic accident already referred to occurred.

There can be no doubt that it was an accident which should never have happened. On Sunday, Sept. 8th. 1878, when the 7.15 train ex Macroom was proceeding at a fast pace towards Cork about a mile on the City side of Ballincollig and just a hundred yards east of Curraheen bridge, the engine suddenly ripped up a length of the track. It proceeded for seventy yards after leaving the rails and then crashed through a hedge and into a field where it turned over on its side. The carriages ran 20 yards beyond the engine and the foremost plunged off the track on the opposite side to the engine, and was smashed to matchwood, the occupants being thrown in all directions. Forty-nine sleepers and two lengths of rail were dislodged.

The driver, James Rattery, late of the London & North Western and the Caledonian Railways was killed immediately, his body being cut in half and scalded beyond recognition by an escape of steam. Two passengers, Michael Drew (a tailor) and his apprentice Thomas Murphy were also killed immediately. The fireman Patrick Kidney had his leg completely amputated and died a few hours later, and a youth named Denis Burke of Coachford (also a passenger) died within a few days. Every available bed in every Cork hospital was filled with injured, and emergency dormitories were set up. The accident was the first fatal railway smash in County Cork (and has never since been equalled for severity in the South of Ireland) and it caused a major sensation.

What made the position of the directors particularly uncomfortable was that at the half-yearly meeting of the Company only a few weeks before the accident, at least one shareholder (Mr. J.H. Payne) had criticised the condition of the line, and had been more or less scoffed at by the directors. They had decided to transfer from the Company's rest fund the sum of £900 to enable a dividend of $7\frac{1}{2}$ per cent to be declared. The Chairman, Mr. W. Hutchinson Massey (who had succeeded Arnott) stated "I do not think that there will be, or can be, with the blessing of Providence, any emergency occurring on our line for it is a very simple one and there is no chance of any collision or anything of that kind". Mr. Payne objected to the reduction of the reserve fund and said "I think an emergency is more likely on our line than on any other, because it is liable to flooding. There is no doubt also that our line was made cheaply and it is now getting old like ourselves and in need of repair, so that instead of decreasing our rest fund we should be increasing it". At another stage of the meeting the Chairman said that they would continue to work the line with the strictest economy and "get the last shilling out of every sleeper".

These remarks were given full publicity in the public press, and when the accident occurred less than three weeks later they were revived, exaggerated and hurled at the directors from all quarters. Not that there was not ample justification for public indignation. Major General Hutchinson, the Board of

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Trade Inspector, hurried to Cork to inspect the⁴ line, and between Ballyphehane Junction and Ballincollig he found 3,000 defective sleepers and 113 defective rails. He discovered that although there were 35 permanent-way men employed by the Company they spent most of their time "loading cattle for Macroom fair, shunting at Ballincollig and doing everything except permanent way work."

The inquest on three of the deceased was held by County Coroner Horgan in Ballincollig schoolhouse. It lasted for several days, the evidence primarily hinging on the state of the line. At length the jury brought in a verdict that death was caused by the engine of the Macroom train running off the rails owing to the defective state of the sleepers and that the directors were culpably responsible. The verdict was tantamount to one of manslaughter, and a warrant was immediately issued for the arrest of nine of the directors including Massey, Arnott and Denny Lane (the "Young Ireland" poet). They all had to appear at a sitting at Ballincollig to enter into bails, but on a hurried appeal being made to a higher tribunal in Dublin, the charge against them was withdrawn. However, they smarted under the indignity for a long time.

The number of claimants against the Company was 78, and the amount paid out for personal compensation, legal costs and medical services amounted to £14,782. At the August 1879 meeting W.H. Massey was again in the chair - this time a tired and sick man - and he made a determined effort to vindicate the directors. He denied point-blank that the Company ever refused to carry out necessary repairs. While deploring the accident, he thought that no more than twenty out of 78 injury claims were genuine, and he was "glad to see that many of those who received 'severe spinal shock' in the accident were again walking around quite well since their cases had been disposed of".

At the same meeting it was reported that Mr. B. Mullen, contractor for the new station buildings at Capwell, was expediting the work, despite all the Company's troubles and worry. Towards the end of the year the extension from Ballyphehane was brought into operation, and the connection with the Bandon line was then immediately removed. No doubt with a view to restoring public confidence in the line, Sir John Arnott was recalled as Chairman and he again acted for several years in that capacity.

Even while they were still suffering from the financial effects of the accident, the Company received a further blow - the building of the Coachford branch of the Cork and Muskerry Light Railway. When this line was projected the C.M.D.R. immediately retaliated by drawing up plans for a branch (to be constructed under the 1883 Tramways Act) from their Kilcrea station to Coachford. This was to be to the standard 5 ft. 3 in. gauge, and for a time it seemed that it would be constructed, but the "Muskerry" promoters proved too strong. However, the C.M.D.R. adopted a philosophic attitude to the opposition, and at the August 1886 meeting Mr. Denny Lane (presiding) stated that "as Mr. Bianconi once got additional passengers for one of his coach services by running another one in opposition to it, so we can also thrive on opposition". (The Kilcrea branch was not the only one projected by the Company. In the 70's they considered a line from Crookstown to Ballineen on the West Cork railway; in the 80's a line to Kenmare was mooted, while on several occasions later - once as late as 1912 - they intended extending from Macroom to Ballyvourney).

All through the 80's and 90's the line gradually regained its prosperity although for twenty-two half-yearly meetings after the accident no dividend was declared. Traffic continued to increase and in 1886 although they had no capital fund the Company were able to re-build the Lee bridge out of revenue.

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It is 215 feet long and the fine iron structure was built by Mr. Price, a well-known Cork engineer of the time, for £2131. The former wooden bridge here was carried away by a flood in 1877 and only temporarily replaced. The Sullane viaduct was also rebuilt in iron. The Capwell terminus was fairly spacious having one main platform, with small repair works and engine shed beyond.

Throughout the early years of the present century the Company never failed to declare a 5 per cent dividend. The line became very popular for tourists travelling to the beauty spots at Gougane Barra, Glengariffe and Killarney, and for Irish language enthusiasts on their way to Ballingeary and Ballyvourney. The fine open space in front of the Macroom terminus where the coaches met the crowded trains can still be seen. There were through bookings from Cork to Glengariffe etc. and from about 1911 onwards motor coaches ran on the route. Large goods stores at Killumney and Kilcrea were built, and every one of the line's five intermediate stations was excellently laid-out and kept. Just west of Killumney station were the extensive ballast-pits which had four lines of sidings. These were removed in G.S.R. days, but the remains can still be seen. In 1912 when a housing scheme was opened at Bishopstown, mid-way between Cork and Ballincollig, the Company made a "halt" there, erecting a single platform, but this was never very widely used, and few signs of the station remain.

A matter which year after year was raised at the general meetings was the question of the restoration of the junction with the Bandon line at Ballyphehane. At this point the two lines came to within a few yards of each other and ran parallel for about a hundred yards before the Macroom veered off to Capwell and the Bandon continued on to Albert Quay. There were always a few shareholders who advocated the rejoining of the lines, but from 1879 to the years of the first Great War the Company remained adamant in their isolationist policy. Even after the opening in 1912 of the Cork City Railways which joined Albert Quay with the G.S.W.R. terminus at Glanmire Road, the C.M.D.R. declined to join up again, and in the Great War years when the Government insisted on the connection being made, they declined to run their engines into Albert Quay, but left wagons etc. on a siding at Ballyphehane to be collected by the C. & B. locomotives. Immediately after the war the junction was again removed and was not restored until the G.S.R. came into existence in January 1925. (When this took place a very interesting signalling arrangement was installed, the junction being controlled from Albert Quay signal-box, and this "remote control" stretch was at that time the longest in Ireland).

In common with the other County Cork railways the line had to close down during the Civil War. Killumney bridge just west of the station was mined, and when the Company tried to run trains between Cork and Killumney further damage was done including the burning of signal cabins in all the stations, and the blowing up of Curraheen bridge. Even these disasters did not daunt the Company, and with the aid of Government assistance they had by Amalgamation time again restored their line and their prosperity to a degree which prompted the encomium quoted at the commencement of this article.

At the time the Company went out of existence Mr. J.E. Harding was Chairman. Before him The O'Sullivan Beare (whose home adjoined the track at Ballincollig) acted in that capacity for some years, and his predecessor was Mr. Martin Flavin J.P. who was Chairman for over twenty years. The latter had succeeded Sir John Arnott, "father" of the railway, towards the close of the century. The Company had only two General Managers in its existence - the first Mr. F.L. Lyster

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surviving up to 1911, when Mr. J.J. Barry, who had been Secretary for some years before that, became joint Secretary and Manager. Mr. Barry in his time was largely responsible for the success of the line, and it was he who instituted the popular 6d. return excursions between Cork and Macroom.

The Company possessed in all 6 locomotives. Four of these were 2-4-0 side tank engines designed and built by Dubs of Glasgow, a type which (with smaller driving wheels) was subsequently adopted in 1874 as the standard passenger engine of the neighbouring C. & B.R. Nos 1 and 2 were bought in 1865, No. 3 in 1867 and No. 4 in 1881. All had cylinders 15" x 21" and driving wheels 5'6" dia. The original boilers had brass domes just forward of the firebox with spring balance safety valves on them. Nos. 2, 3 and 4 were rebuilt in 1899, 1900 and 1898 with new boilers having a closed dome on the middle ring and improved cabs. They were again reboilered in 1909, 1915 and 1914. To replace No. 1, which had been withdrawn, a much larger engine, No. 5, was delivered by Andrew Barclay in 1905. This was a 0-6-2T, with cylinders 16" x 24" and D.W. 5'1" dia. A coloured postcard shows it painted brick red, but it seems unlikely that it ever ran otherwise than in the standard livery of black with red lines.

In 1914 the stock was increased to 5 engines by the purchase of a 2-4-2T from the G.S. & W.R. This had been built by the Vulcan Foundry in 1891 for the W. & L.R. as their No. 13 "Derry Castle". In 1901 it became G.S. & W.R. No. 266, and in 1914 C. & M.D.R. No. 6. Cylinders were 16" x 24" and D.W. 5'6".

The 5 engines taken over by the G.S.R. in 1925 were renumbered 487-491 in order of their original numbers. None survived very long, as they were scrapped in 1928, 1934, 1928, 1935 and 1933 respectively. The only one to work elsewhere than on the parent line or on the C. & B. section was No. 488, which finished her days on the Castleisland branch.

The passenger rolling stock was a very varied and interesting collection, including in 1925 a number of vehicles dating from the opening of the line. These were a First by Ashbury which lasted till 1948, four Thirds by Ashbury the last of which went in 1941, and four Thirds with outside framed bodies by the South of Ireland Wagon Co. of Cappoquin. These were withdrawn immediately by the G.S.R., but one survives as No. 128A Breakdown Van at Glanmire, the last surviving vehicle built by the Cappoquin Co. Part of the body of another serves as a hut at Rocksavage.

Much of the stock obtained later was second-hand: it included 8 ex-W.D. & L. coaches of 1876 bought from the G.S. & W.R. in 1900, of which four were converted to turf wagons during the war and still exist, a first-class saloon bought in 1900 from the C.B. & P.R. and used for tourist traffic, which lasted till 1948, the last relic of the broad gauge on the C.B. & P.R., and two coaches bought from the G.N.R. in 1921. The only bogie coaches (and the last new coaches obtained by the Company) were two, 36'6" long, built in 1896 and still in service. The letter "R" was allocated by the G.S.R. to C. & M.D. stock, the total taken over in 1925 being 4 Firsts, 3 Seconds, 16 Thirds, 7 Brake Vans and 101 goods vehicles.

The coaches in the illustration facing page 79 appear to be (1) Brake van, unidentified. (2) 24ft Third by Ashbury, 1865, apparently having only one window per compartment besides the droplights in the doors (3) probably a similar vehicle, but altered to normal arrangement of windows (4) No. 1 28 ft. First by Ashbury, 1865.

Up to the early 30's the traffic on the line was still fairly heavy, and there were five "up" and four "down" passenger trains every day. The average

time taken for the journey was sixty-eight⁷ minutes including stops at the five intermediate stations (the halt at Bishopstown had again been done away with by this time). Swiftly however the prosperity of the line began to dwindle as bus competition grew. No doubt the opposition was formidable, but few Cork people interested in railways will exonerate the G.S.R. directors from all blame. These were the days of hasty railway closures in many parts of the country, and certainly nothing was done to encourage rail traffic on the Macroom route. On July 12th. 1935 the last passenger train ran on the line, and although there were a few occasional excursions between then and 1939, the only regular service thereafter was a daily goods train. This was later reduced to three trains per week, and as has already been said the line is now in use only on one day per month. Originally each station constituted a staff section, but after the passenger closing the number was reduced to two - Cork to Crookstown Road and Crookstown Road to Macroom.

Recently through the courtesy of C.I.E., some members of the I.R.R.S. (including the present writer) were enabled to travel over the line from Macroom to Cork in a carriage attached to a livestock special returning from Macroom fair. The majority of them had never travelled on the line before. The engine was 269 - an old Waterford & Limerick locomotive now usually to be found on the Clonakilty branch - and the wagons were a very mixed lot, there being one "R" (Cork and Macroom) amongst them. Full signalling was in operation, and the members were impressed by the obviously very sound state of the permanent-way, though in parts the track was grass-covered and bushes by the side were overgrown. Between Macroom and Dooniskey the travellers saw the Sullane and Lee bridges. (This locality will be completely flooded when the full Lee Electrification Scheme is in operation, so perhaps the railway will eventually die an honourable death - much better than having it ripped up for lack of usage).

No stop was made at Dooniskey. At Crookstown Road (where there is a large water tank) a short halt was made. Here there were several roads and a siding into an old lime kiln. Near Kilcrea there is a small bridge which was damaged by floods a few years ago, and though it was repaired, every train passing over it since has to be preceded by a man with a flag. At Kilcrea the line runs alongside the Abbey of that name, where the remains of Art O'Laoghaire, a mid-Cork hero, are interred. Stops were also made at Killumney and Ballincollig, and at those two stations some consignments of cattle were unloaded. The signalling arrangements at Ballyphehane Junction were studied, and the members left Albert Quay hoping that it would be a long time before this interesting and historic railway would disappear.

6th January 1953

MACROOM UDC TAKE NO ACTION ON CLOSURE.

NO REPORT IN EXAMINER. TRY ECHO?

BRIDGE NEAR KILCREA DAMAGED BY FLOODS. CHECK X

The Cork & Macroom Direct Railway

By C. CREEDON



Photo]

[K. A. C. R. Nunn

The 4.35 p.m. train from Macroom, headed by 2-4-0 tank engine No. 4, at Capwell Station, Cork, in July, 1914

DURING the winter of 1955-56, the demolition train of C.I.E. wrote the last chapter in the history of a line which had once been among the most flourishing of Ireland's smaller railways—the Cork & Macroom Direct. It died an unusual death, because although services over it had been very infrequent for years past, the principal factor which determined its final abandonment was that part of the route is to be flooded and completely inundated in a big hydro-electrification scheme on the River Lee.

The town of Macroom, with a population of slightly over 2,000, is situated on the River Sullane, a tributary of the Lee, some 24 miles west of Cork City, and in the centre of a thriving agricultural district. The first concrete proposal for a railway link between the two places was put forward in 1860, when Sir John McNeill surveyed a route along the north bank of the River Lee, passing through

Coachford, Dripsey, the vicinity of Blarney, and into a Cork terminus at Blackpool, close to the main line of the Great Southern & Western Railway (to which it was to be connected by a short spur). However, the scheme was rejected in favour of a more southerly route, proposed shortly afterwards, and extending from the Cork & Bandon Railway at Ballyphehane (a mile from the Albert Quay terminus), along the south side of the Lee Valley to Macroom.

On August 1, 1861, this alternative line was authorised as the Cork & Macroom Direct Railway. Sir John Arnott, at one time mayor of Cork, was appointed Chairman, and the Contractor, Joseph Ronayne, had already achieved a reputation in the building of the branch to Cobh (or Queenstown, as it was then called).

The first sod was turned on August 26, 1863, close to the proposed junction with the Bandon line. Construction proceeded

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time taken for the journey was sixty-five intermediate stations (the halt at with by this time). Swiftly however it dwindle as bus competition grew. No few Cork people interested in railways from all blame. These were the days of the country, and certainly nothing the Macroom route. On July 12th. 1935 line, and although there were a few of the only regular service thereafter was reduced to three trains per week, and in use only on one day per month. Ori section, but after the passenger close to Crookstown Road and Crookstown Road

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6th January 1953

MACROOM UDC TAKE

NO REPORT IN EXAM

* BRIDGE NEAR KILCREA DAMAGED BY FLOODS. * CHECK *

rapidly, as there were few major engineering obstacles to be overcome, and the official opening took place on May, 12, 1866. A few days later, there was a ceremonial opening, when a special train conveyed a large party of invited guests, and on arrival at Macroom was greeted by a large crowd of cheering townsfolk and the West Cork Artillery Band, which escorted the party to the National Schoolhouse in which a banquet was provided.

It was announced that a service of three trains each way daily would be provided, and that on Sundays two trains would operate in each direction. An arrangement was made with the Cork & Bandon Company whereby the Macroom trains would have running powers over the section of line between Ballyphehane and Albert Quay, and the use of the latter as a terminus.

Passenger traffic was quick to develop, and the income from goods traffic, though not high at first, improved considerably when the proper facilities for handling it were established at Macroom and the stations *en route*. This prosperity continued until 1878. In that year the company's upward trend was suddenly checked by a serious accident. On the evening of Sunday, September 8, when the 7.15 p.m. train from Macroom was about a mile on the Cork side of Ballincollig, the engine suddenly left the rails, crashed through a hedge, and overturned in an adjoining field. The front carriage also became derailed and was smashed to matchwood; the unfortunate occupants were thrown in all directions.

A total of five persons (including the engine crew) lost their lives, while no less than seventy were injured. At an inquest held in Ballincollig, a verdict that death was caused by the engine running off the rails, as a result of the defective state of the permanent way, was returned, and it was added that the directors were entirely to blame for the occurrence. The verdict was equivalent to one of manslaughter, and warrants for the arrest of seven of the directors were issued. They had to enter into bails, but the charges against them were eventually dropped, and large sums were paid in compensation to the injured and the relatives of those killed. The company suffered much from the financial effects of the disaster, and for several years

afterwards no dividend was declared at the half-yearly meetings.

For a number of years before the accident, the company had been experiencing difficulty in maintaining friendly relations with the Cork & Bandon directors. The latter considered the Macroom trains a hindrance to the working of their own traffic, and many disputes flared up between the two companies. These became more and more frequent as time went on, and finally, in 1877, the Macroom Company decided to break away entirely from the Cork & Bandon, and build a separate city terminus of its own. A site was procured at Capwell, about a half-mile from the junction, and work commenced on the construction of this new stretch of line in February 1878. Immediately it was open to traffic, on September 20, 1879, the connection with the Bandon line was removed, and the Cork & Macroom Railway became completely isolated from the West Cork railway system.

In the 1870s, the company, encouraged by the success of the line to Macroom, drew up schemes for extending westward to Ballyvourney and Kenmare, and there was also talk of a branch from Crookstown Road Station to Ballineen, on the West Cork Railway. In the 1880s, another line was proposed from Kilcrea Station to Coachford (already mentioned in Sir John McNeill's early scheme), in opposition to a line projected by the Cork & Muskerry Railway to the same place. The latter did in fact afterwards materialise. None of the Macroom schemes came to anything, however, although up to as late as 1912, the company had in mind an extension from Macroom to Ballyvourney.

Right up to the early years of the present century, the Cork & Macroom enjoyed a good measure of prosperity, and at the half-yearly general meetings the company rarely failed to declare a dividend of 5 per cent. A matter which certain shareholders raised at many of these meetings was the question of re-joining with the Bandon line, but it was not until the outbreak of the first world war that the connection was restored, and then only on the insistence of the Government, which considered it necessary for the transit of military traffic to and from Ballincollig, where a large barracks was situated. The connection



Livestock specials at Macroom on November 10, 1953, the last day of operation. The 2-4-2 tank No. 34 is on the right, and No. 36 on the left



Photos

[C. Creedon

Demolition train at Ballincollig on August 25, 1955



Photo

[J. L. St. Leger

Demolition gang removing the junction between the Macroom and Bandon lines, near Cork, on November 27, 1955

installed at Ballyphehane was not the junction of later days, but a siding running between the two lines and joined to both. In this way either company could run wagons or coaches onto the "neutral" track, to be collected (after a reversing operation) by an engine of the other company. Direct through running from the Macroom line to Albert Quay was not possible.

The connecting link was used solely for military traffic as it was made at the expense of the Government. It remained in position until 1925, when Capwell Station was closed, and the remote-controlled junction installed which enabled the Macroom trains to run through to Albert Quay once more. The premises at Capwell became the Great Southern Railway city bus garage, but up to 1930 a single line of track into the depot was retained for use by occasional trains carrying in fuel oil for the buses.

During the civil war of 1922-23, the line suffered considerable damage. An underbridge west of Killumney was mined, and trains were unable to proceed beyond that station. Even this curtailed service had to be withdrawn completely shortly afterwards, as a result of the destruction of an overbridge near Ballincollog, and the burning of all the intermediate signal cabins. Within a year, however, the company, having received Government assistance, had the line back in working order, and the full train service restored.

The Capwell terminus was fairly extensive, having one main covered platform, beside which stood (and still stands) an imposing red-brick two-storey station building. Opposite were the sidings serving the goods store and cattle bank, while at the outer (Macroom) end of the station were situated the engine shed and repair shops. Beyond, the single track curved to the right through a fairly deep cutting before emerging on level ground at Ballyphehane, where the Bandon line ran alongside.

Both tracks ran parallel for a short distance before the Macroom line diverged sharply westward. The first nine miles were almost dead straight and were comparatively level (the steepest gradient being a short uphill stretch at 1 in 80). Near milepost 3 stood the long-abandoned Bishopstown Halt (a grass-covered platform on the up side). Opened in 1912 to

serve a small newly-erected housing estate nearby, it never contributed much traffic, and became disused after a few years. Three miles further on, Ballincollog (6½ miles from Capwell) was reached. Here, there is a single long platform on the up side on which stands a low station building of stone, with a short canopy over the platform. This design was characteristic of the line. A siding diverged at the east end of the station and ran behind the platform to a tiny goods store.

At milepost 9½ stood Killumney, where the layout was similar to that at Ballincollog. The line then ran along a high embankment overlooking Killumney Village, and climbed at 1 in 90 and 107, steepening to 1 in 86 near the summit at milepost 10½. There followed a drop down to the valley of the Bride (another tributary of the Lee), beside which the line ran to Kilcrea (12¾ miles). This station, the name of which was derived from a nearby abbey, has a platform on the down side, with the usual station building, behind which ran the goods siding. Another fairly level four-mile stretch brought the line into Crookstown Road (16¾ miles), the principal intermediate station. The facilities here consisted of a run-round loop, and numerous sidings on the up side (one of which served a lime kiln), and a large water tank. The platform on the down side had the usual style of building.

Beyond Crookstown, the direction of the railway changed from west to north-west. After an easy two-mile climb, followed by an equally gentle mile-long drop the line reached the last intermediate stopping place—Dooniskey (20 miles), with a platform on the up side, and a siding opposite. The final 4½ miles to Macroom were undoubtedly the most interesting from the engineering aspect. The Lee was crossed a short distance beyond Dooniskey by a fine girder bridge, 215 ft. in length, erected in 1886 to replace an earlier wooden structure. A mile farther on, the line crossed the Sullane River by a similar, though slightly shorter bridge.

The terminus was reached after another two miles. The layout was quite extensive, and consisted of a passenger platform (now grass-grown and minus its wooden station building) in the centre. To the right was the platform road and

run-round loop, and beyond, a carriage siding.

Up to the 1930s, there was a turntable at the end of the platform road. Behind the platform were sidings serving the spacious goods store and the long cattle bank. For some years after the suspension of the passenger services, all the intermediate stations (with the exception of the short-lived Bishopstown Halt) remained staff sections, but later the number of sections was reduced to two, Cork-Crookstown Road, and Crookstown Road-Macroom.

For the opening of the line, there were two locomotives in service. These were 2-4-0 side tanks numbered 1 and 2, built by Dübs of Glasgow, with 15 in. × 21 in. cylinders, and 5 ft. 6 in. driving wheels. Two similar engines, numbered 3 and 4, were bought in 1867 and 1881. Nos. 2, 3 and 4 were rebuilt between 1898 and 1900, with new boilers and improved cabs. In 1905, the company purchased a much larger engine, No. 5, to replace No. 1 which had been withdrawn. This addition was an 0-6-2 tank, with 5 ft. 1 in. driving wheels and cylinders 16 in. × 24 in., and was built by Andrew Barclay Sons & Company.

The company acquired its last locomotive in 1914, second-hand from the Great Southern & Western Railway (which had taken it over from the Waterford, Limerick & Western Railway in 1901). It was a 2-4-2 tank, with 16 in. × 24 in. cylinders, and 5 ft. 6 in. driving wheels. It became No. 6 on the C.M.D.R. Up to the early 1900s, an interesting feature of the working was the use of horse-traction for shunting at both the Macroom and Capwell termini.

The five engines were renumbered 487 to 491, when the line was absorbed by the newly-formed Great Southern Railways in 1925. All were scrapped by 1933, and since then the workings on the line have been shared by the former G.S.W.R. (ex-W.L.W.R.) class "C5" 4-4-2 tanks numbered 269 to 274, and the G.S.W.R. Ivatt 4-4-2 and 2-4-2 tanks. The company's rolling stock was a varied collection, and a total of 30 coaching, and 101 goods vehicles were handed over to the G.S.R. at the amalgamation. The prefix "R" was added to their original numbers.

The train service on the line varied little from the opening till 1935. There

were usually four or five trains in each direction on weekdays, and two each way on Sundays: the early morning down and up services (on weekdays) usually were mixed. Passenger trains covered the 24½-mile journey in 60 to 68 min. Up to the early years of the present century, the summer tourist traffic on the line was quite heavy; coaches to Kenmare and Killarney connected with the trains at Macroom.

In the early 1930s, however, bus competition began to be felt, and on July 12, 1935, the last passenger train ran. Thereafter a daily goods train continued to operate, but this service was later reduced to thrice-weekly, and was suspended altogether during the coal shortage of early 1947. Since then, the only services on the line have been the monthly livestock trains serving Macroom Fair, and occasional grain specials to Macroom and Crookstown Road. No passenger specials were run after 1939, except on the occasion of the visit of the Irish Railway Record Society in June, 1950, when a passenger coach was attached to a returning livestock special.

The last monthly services on the line were in connection with the cattle fair at Macroom on November 10, 1953. This was a particularly large fair, requiring three trains. The locomotives engaged were, Nos. 34 and 36 (Ivatt 2-4-2 tanks), and ex-W.L.W.R. No. 269, (the sole survivor of its class) which hauled the last special. No objection had been raised to the application of C.I.E. to close the line, and the decision of the Transport Tribunal, announced a few weeks later, became effective as from December 1.

The Macroom-Dooniskey section was lifted between June and December, 1954, the Irish Electricity Supply Board having asked C.I.E. to expedite the work to enable the area to be submerged as part of the hydro-electric scheme. Tracklifting was resumed in March, 1955, and was completed eight months later, when the Macroom rails were removed from the junction at Ballyphehane.

At the Capwell bus depot, there are still many signs that it was once a railway station, and this, and four road overbridges on the southern outskirts of the city, are the only reminders of the once-prosperous Cork & Macroom Direct Railway.

time taken for the journey was sixty-five intermediate stations (the halt at Albert Quay with by this time). Swiftly however it dwindled as bus competition grew. No doubt a few Cork people interested in railways would have laid the blame from all blame. These were the days of the country, and certainly nothing of the Macroom route. On July 12th, 1935, the line, and although there were a few occasional trains, the only regular service thereafter was reduced to three trains per week, and in use only on one day per month. Ori-section, but after the passenger closure to Crookstown Road and Crookstown Road

Recently through the courtesy of C. (including the present writer) were enabled to Cork in a carriage attached to a lime fair. The majority of them had never seen an engine was 269 - an old Waterford & Limerick on the Clonakilty branch - and the wagon one "R" (Cork and Macroom) amongst the members were impressed by the present-day, though in parts the track was overgrown. Between Macroom and Lee bridges. (This locality will be electrified. Electrification Scheme is in operation and will be an honourable death - much better usage).

No stop was made at Dooniskey. At Albert Quay (water tank) a short halt was made. Here the line went into an old lime kiln. Near Kilcrea it was damaged by floods a few years ago, and though it since has to be preceded by a man walking alongside the Abbey of that name, where the Cork hero, are interred. Stops were made at those two stations some considerable distance and signalling arrangements at Ballyphehane were left Albert Quay hoping that it would be a historic railway would disappear.

6th January 1953

MACROOM UDC TAKE

NO REPORT IN EXAM

* BRIDGE NEAR KILCREA DAMAGED BY FLOODS. * CHECK *

(23)

SUMMER 1953.



VIEWS OF RETURNING LIVESTOCK SPECIAL FROM MAEROOM PASSING UNDER DEASTS BRIDGE NEAR BISHOPSTOWN.

CLOSURE DAY 10th NOVEMBER 1953.



LAST TRAIN AWAITING DEPARTURE FROM MAEROOM. W. MCGRATH & DRIVER JERH. CANTY. INSPECTOR SMITH APPROACHING.

C.C.

(24)

MORE VIEWS

ON CLOSURE DAY 10th NOV. 1953



← ONE OF THE LOCO'S GETS WATER AT THE BUFFER STOPS.



← SECOND TRAIN NEAR CROOKSTOWN ROAD

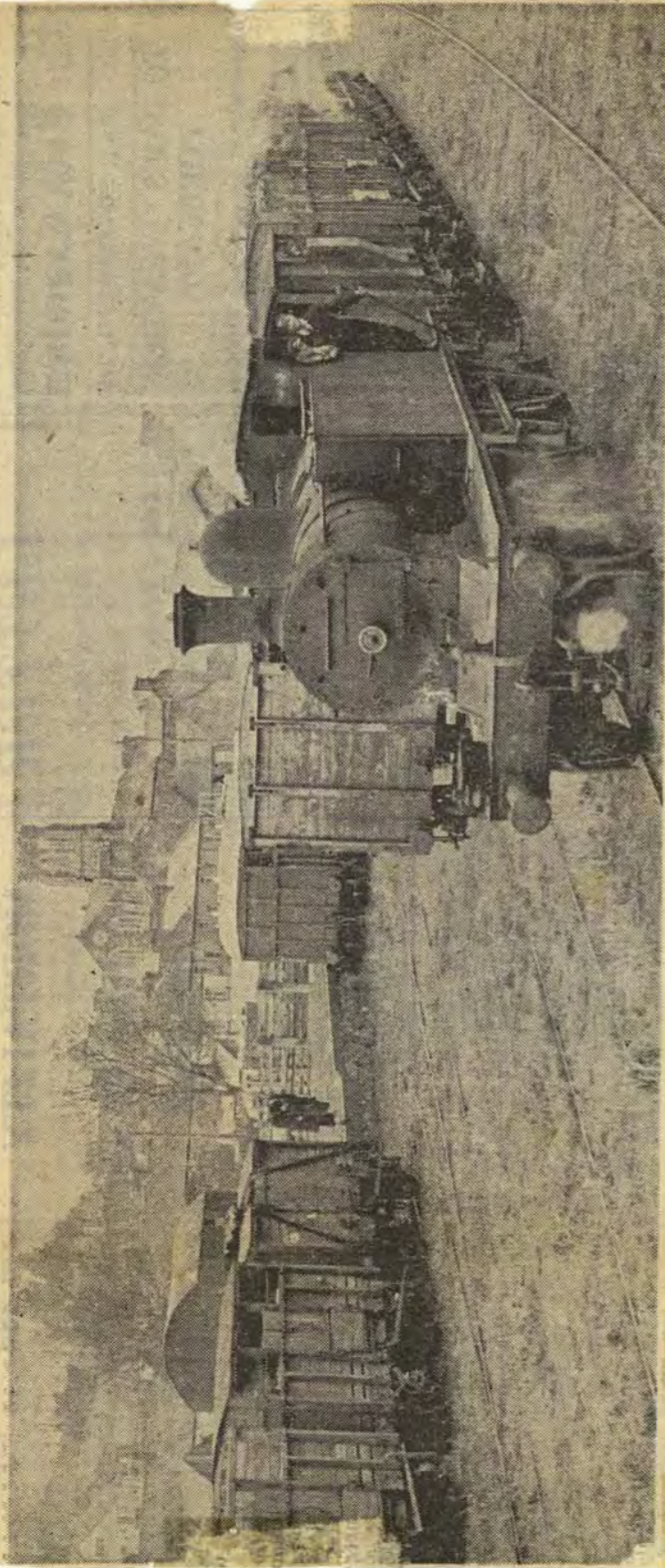
SIGNALMAN TOMMY LINEHAN IN HIS CABIN ON THE LAST DAY.



C.C.

THE CORK EXAMINER, WEDNESDAY, NOVEMBER 11, 1953.

MAY BE LAST JOURNEY



Yesterday was Fair Day in Macroom and three special livestock trains ran on the Cork-Macroom railway. It is thought probable that they may be the last to operate on the line as a Closure Order from the Transport Tribunal is expected shortly. Picture shows train about to leave Macroon station yesterday.

CLOSURE DAY CMDR

(26)

WEDNESDAY, NOVEMBER 11, 1953. PRICE—TWO PENNIES



MACROOM RAILWAY — Yesterday's "Fair Special" crossing the Lee viaduct near Dooniskey.





LOCOS 34 & 36
AND (NEAR SIGNAL)
269 ON THE
THREE CATTLE
SPECIALS AT
MACROOM ON
TUES 10th NOV 1953.
(e.c.)



SECOND SPECIAL
CROSSING
LEE VIADUCT.
(e.c.)



SECOND SPECIAL
APPROACHING
LEE VIADUCT.
(WALTER MR. GRATH)



CLOSURE DAY CMDR 10th NOV. 1953.



GENERAL VIEW
OF MACROOM
STATION
ON
CLOSURE DAY.



LIFTING TRAIN
BETWEEN KILCREA
AND KILLUMNEY
JULY 1955.
KILCREA CASTLE AT LEFT.

C.C.



LIFTING TRAIN AT KILLUMNEY
JOE ST. LEGER,
~~BRIAN McAONGUSA~~
LESLIE HYLOND
BRIAN McAONGUSA.
ALONGSIDE.



WAGON LEFT ON
PIECE OF TRACK.
AT KILLUMNEY



BALLINCOLLIG
1955



TOP LEFT! -
MY LATE FATHER
JAMES CREEDON
AT BALLINCOLLIG
SUMMER 1955, BEFORE
TRACK WAS LIFTED.



TOP RIGHT! -
LIFTING TRAIN AT
BALLINCOLLIG
AUG. 1955.

MIDDLE LEFT! -
LIFTING TRAIN AT
BALLINCOLLIG, AUG 1955.

LEFT! -
THE AUTHOR AT
BALLINCOLLIG
SUMMER 1955

(PHOTO BY
LATE JAMES CREEDON)

(31)

AUGUST 1955

LIFTING SCENES AT BALLINCOLLIG.



JULY 1955

LIFTING TRAIN NEAR KILCREA



LEVEL CROSSING WEST OF BALLINCOLLIG BEFORE TRACK LIFTED.



(32)

MACROOM JUNCTION

SEPT. 1955.



LIFTING TRAIN AT BALLYPHEHANE AT JUNCTION WITH BANDON LINE



THE JUNCTION LOOKING TOWARDS BANDON (LEFT) AND MACROOM (RIGHT).



LIFTING TRAIN STOPPED AT BALLYPHEHANE (JUNCTION STOP SIGNAL)

SEPTEMBER (33)
1984.

RAILWAY BRIDGES RE-APPEAR
AS RESERVOIR EMPTIES NEAR
DOONISKY (DUE TO
HEATWAVE)



↑
OLD RAIL BRIDGE
OVER RIVER JUST
WEST OF DOONISKY
(NOTE LAKE IN
BACKGROUND).

PHOTOS: C. CREEDON'S

JULY 1955 (34)

KILLUMNEY
WITH TRACK
STILL IN
POSITION,

C.C.



CAPWELL
ABANDONMENT
ORDER
NOV 19



MIDDLE

DOONISKEY* 1956

* FEB 9th 1955. INSPECTION CAR RUNS

BOTTOM

ADG/DOONISKEY
TO PREPARE FOR
RESUMPTION OF
TRACK
LIFTING.

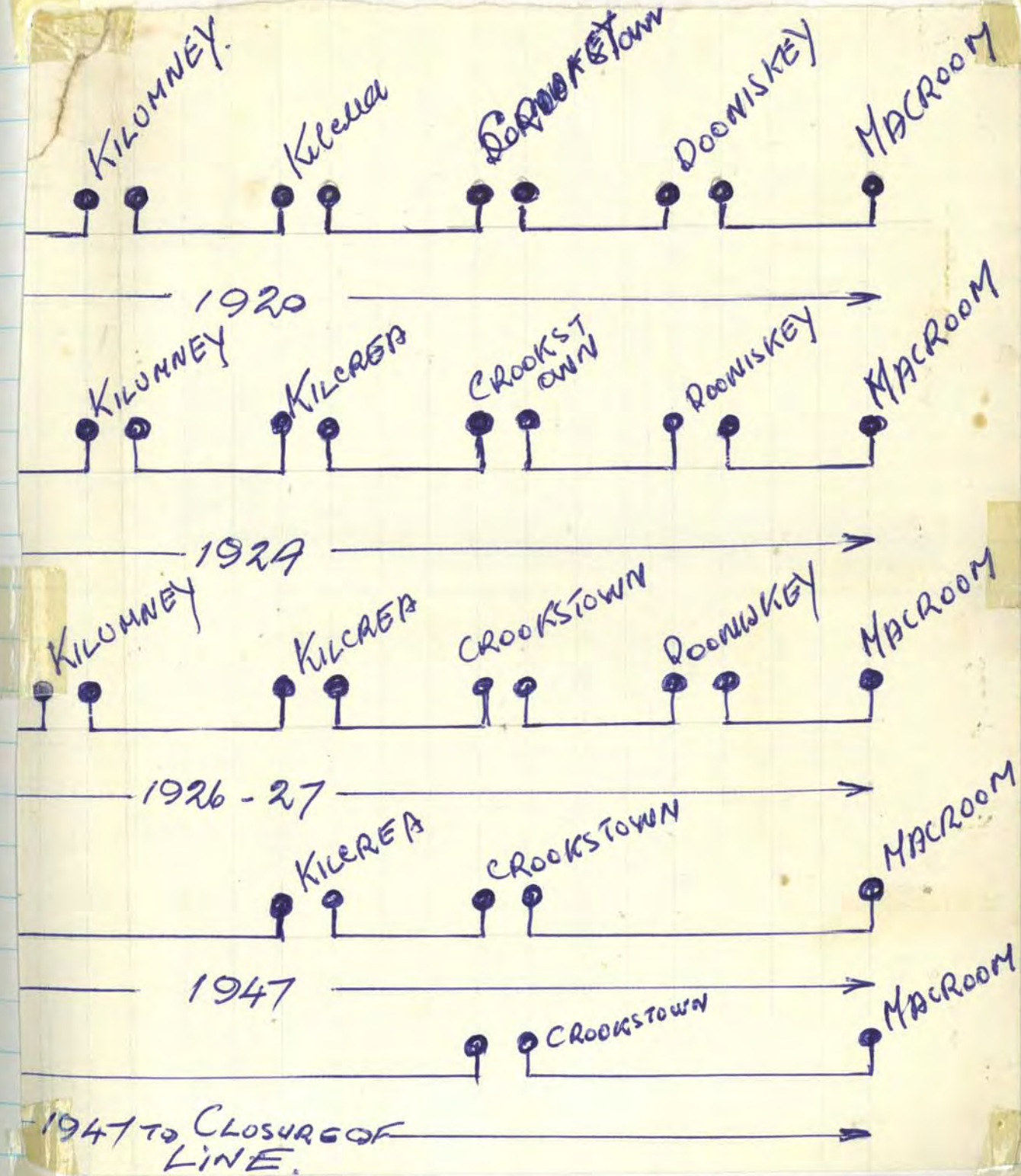
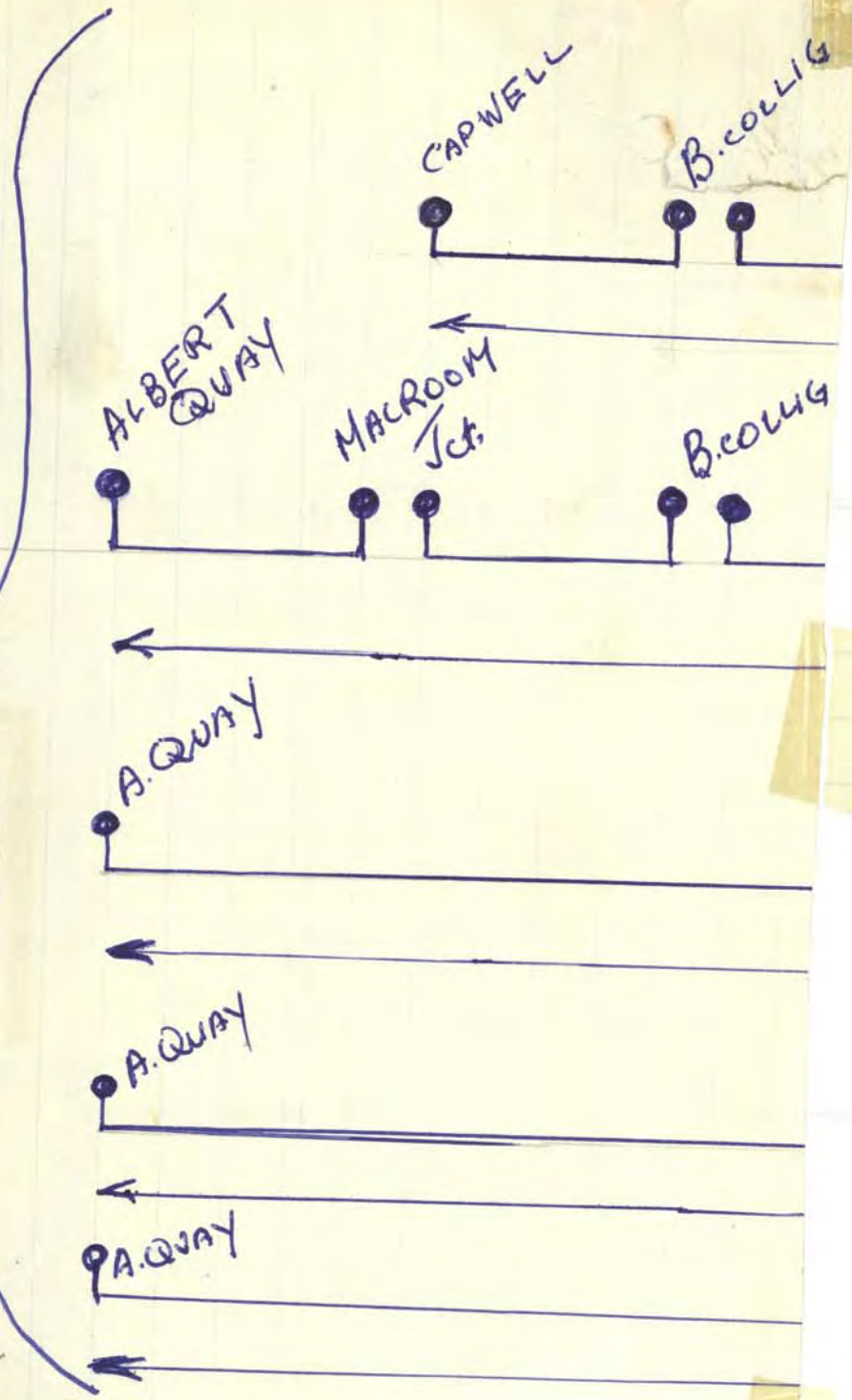
KILCREA

1956

(TRACK LIFTED)



Macroom Railway (STAFF SECTIONS)



1947 to CLOSURE OF LINE.

(57)



CMDR
0-6-2 T.
—
MAKERS
PHOTO
AT
LOCO
WORKS



CAPWELL
GOODS
STORE
SURVIVES
(RAISED 6 FEET
AND USED FOR
BUS
MAINTENANCE)
C. C.

(38)
MACROOM TRAINS PASSING BALLYPIEHANE.

JULY 1914.



10.30 AM FROM MACROOM PASSENGER TRAIN TO CAPWELL

12.00 PM GOODS TO MACROOM FROM CAPWELL.

(39)

CAPWELL 21/4/1914. MAERDOM

4.35pm EX MAERDOM PULLING INTO PLATFORM.



KEN
MUNN



H.L. HOPWOOD

2-4-0T LOCO BESIDE ENGINE SHED.

25-7-1914.

(40)

CAPWELL 1914.

4.35pm FROM MAERDOM APPROACHING CAPWELL.



H.L. HOPWOOD



KEN MUNN.

TRAIN ENGINE RUNS ROUND AT CAPWELL.

(41)

CAPWELL 1901

LOCO DEPOT PHOTOS BY H.L. HOPWOOD



Hopwood



Nunn

25-2-1914

(42)

CAPWELL LOCO DEPOT 390M

PHOTOS BY KEN NUNN



1901.



1914.

Nunn

(43)

MORE KEN NUNN PHOTOS
AT CADWELL LOCO DEPOT 1924,



2-4-2 (EX GSWR)



0-6-2 (NEW 1903)

(44)

Notes by G.R.Mahon on Cork & Macroom Rly.

Report of Directors, half-year ending 31/12/1912

Gross Revenue.	11,214.19.10.
Expenditure.	6,175.15.3.
Profit.	5,039.4.7.

Rolling Stock return

Locomotives:-		4.
Coaching stock:-		
Saloons.	2.	
Firsts.	2.	
Secunds.	2.	
Thirds.	17.	
Third brakes.	2.	
Luggage vans.	2.	
	<u>Total.</u>	27.

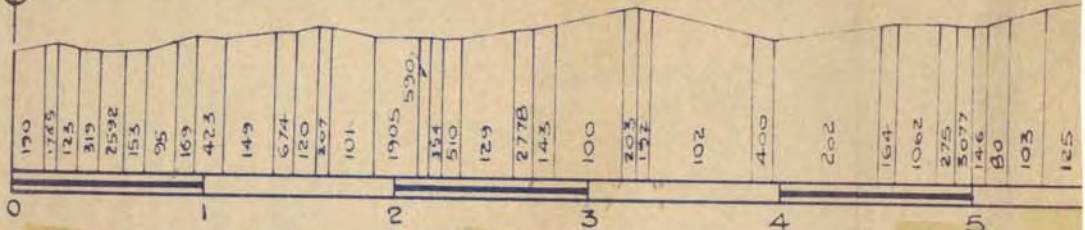
Merchandise Vehicles:-		
Covered Wagons.	66.	
Open wagons.	23.	
Ballast wagons.	10.	
Timber trucks.	3.	
Goods brake vans.	3.	
	<u>Total</u>	105.

Three covered goods wagons supplied by the amalgamated carriage and wagon Co. under hire-purchase agreement.

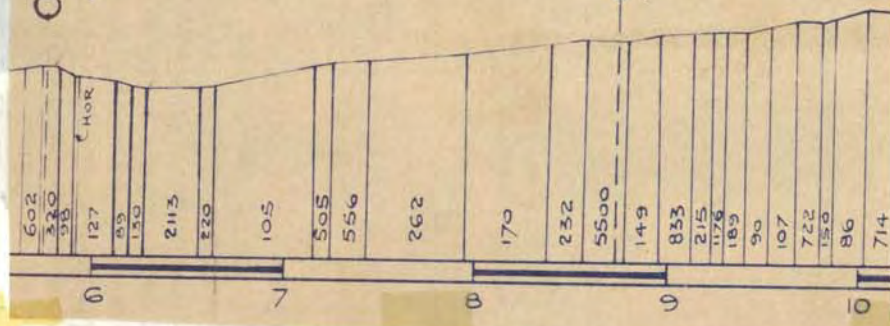
Cork And Macroom Direct

THE 80 years history of the Cork and Macroom direct railway is given in an excellent 3,000-word account in the current issue of "The Railway Magazine," by Mr. C. Creedon. The demolition train of C.I.E. wrote the final chapter during last winter in the history of a line once the most flourishing of Ireland's smaller railways. The principal factor determining the final abandonment was that part of the route is to be flooded in the hydro-electricity scheme.

MACROOM JUNCTION

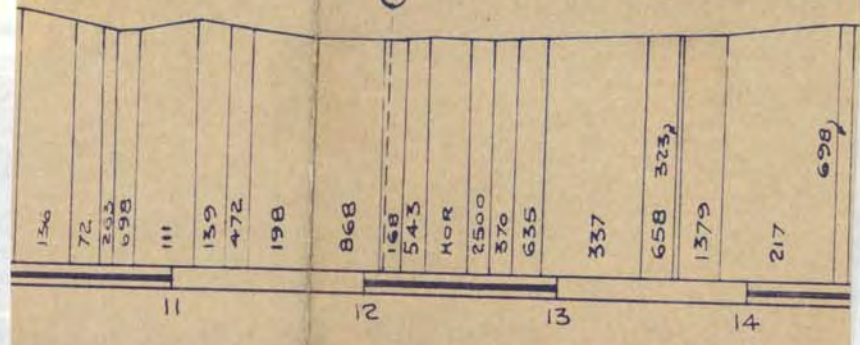


BALLINCOLLIG



KILLUMNEY

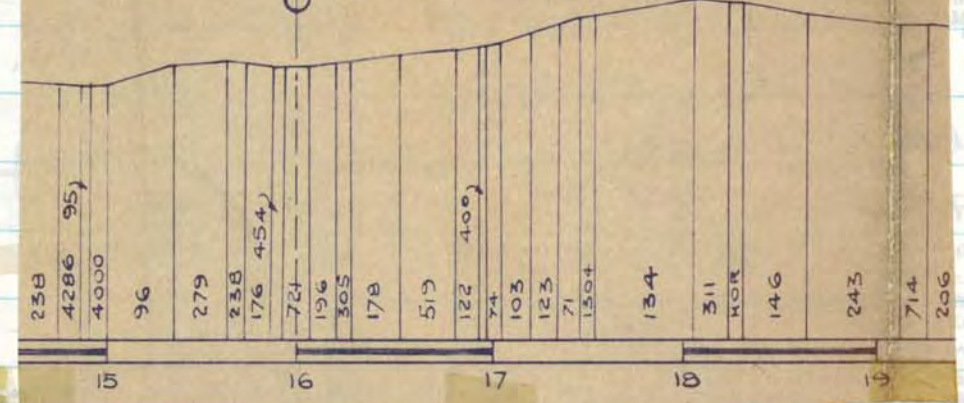
KILCREA



Horizontal Scale 1 inch = 1 mile.
Vertical Scale 1 inch = 200 feet.

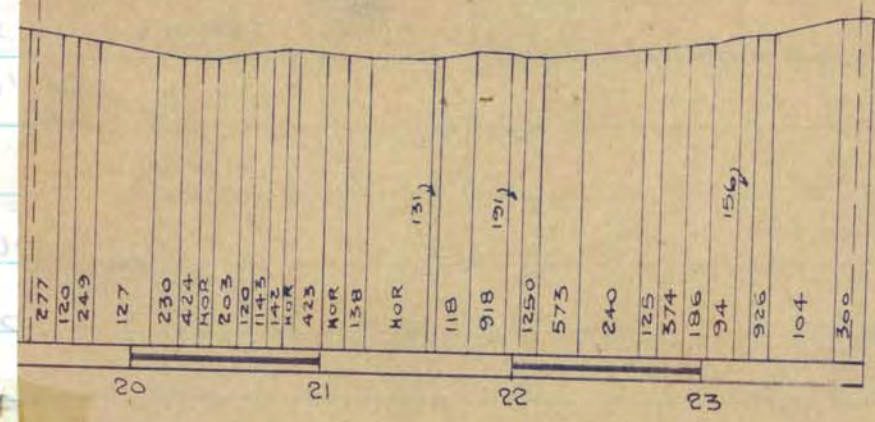
CMDR - 6 GRADIENT PROFILES.

CROOKSTOWN ROAD



DOONISKEY

MACROOM



(STATION HOUSE)
(OCCUPIED)
THE RAILWAY
BI-LINEAR
STATION NUMBERS

47

MAY 1985

DEATH OF MR TOMMY LEMHAN
FORMER SIGNALMAN, MACROOM.

The late Tommy Lemhan was Signalman up to the last trains in Nov 1953, and was still on duty when the last lifting trains left in June 1954. His family before him worked for the CMDR, and his grandfather drove the first train into Macroom in 1866. He loved the old line (his home was beside it) and walked almost to Doonisky in the dry summer of 1984 when the level of the lake subsided. May he rest in peace.



JUNE 1985

CIE
From Monday, 24th June, 1985, the Macroom Depot will be closed to Parcels Traffic.
Bus Services will continue to operate to and from the Depot.
The Bus and Freight Agency will be at "The Hooded Cloak" (prop. Mr. Martin Fitzgerald), Main Street, Macroom, which is adjacent to the Depot.

This change follows Tommy's death. CIE here not replaced him in the road freight & bus parcel office.

JULY 1985

← DOONISKY
GOODS
YARD
FOR
SALE.

(STATION HOUSE
OCCUPIED)

JOE ST LEBER HAS
BI-LINGUAL
STATION NAMEBOARD.

48

SEPT 1985
CORK EXAMINER.



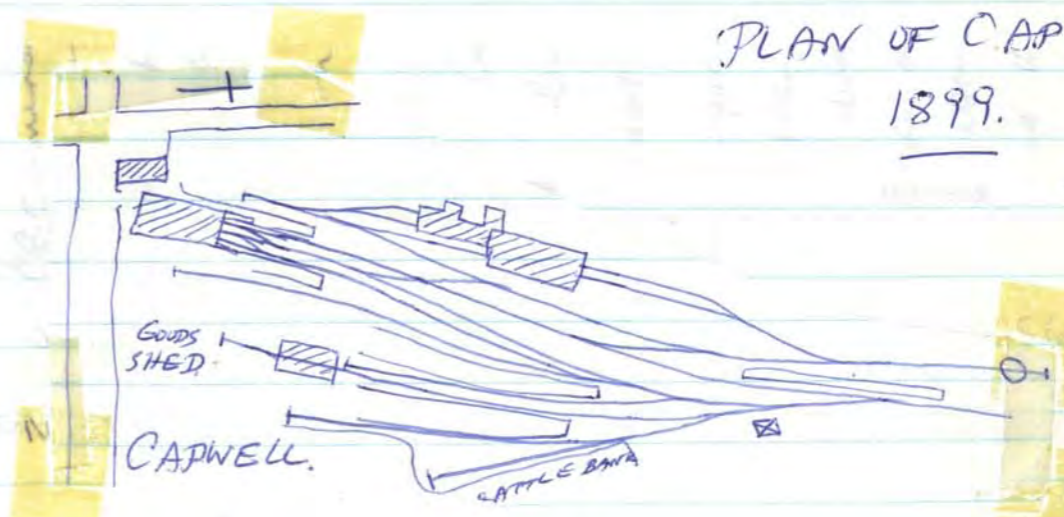
CORK AND MACROOM RAILWAY. 1872.
Trains run to and from Macroom four times a day, with first, second, and third class carriages, stopping at the intermediate stations.
Conveyances ply during the summer months between Macroom and Killarney, via Inchigeela, Gougane Barra, Glengariff, and Kenmare.
Booking Office at Cork, at the Station of the Cork and Bandon Company.
Company's Offices, 91, South Mall. Secretary, G. Purcell; Manager, F. L. Lyster.

CORK AND MACROOM RAILWAY. 1892.

Trains run to and from Macroom four times a day, with first, second, and third class carriages, stopping at the intermediate stations.
Conveyances ply during the summer months between Macroom and Killarney, via Inchigeela, Gougane Barra, Bantry Bay, Glengariff, and Kenmare—See Guide.
Directors—Sir J. Arnott, Woodlands, Cork, Chairman; D. Lane, South Mall, Deputy Chairman; Capt. R. T. Rye, D.L., Ryecourt; T. Mahony, J.P., Cork; C. Raycroft, J.P., Macroom; E. R. Mahony, J.P., Dunedin, Passage West, Cork; Martin Flavin, Sunda's Well, Cork; Patrick F. Dunn, Watercourse, Cork.
Secretary, G. Purcell. Traffic Manager, F. L. Lyster. Offices, Capwell, Cork.

CIVIL WAR DAMAGE NEAR BALLINCOLLIG

PLAN OF CAPWELL
1899.





1938

SINGLE TRACK

SURVIVES

(COURTESY

H. BOWTELL)



The 4.35 p.m. train from Macroom, headed by 2-4-0 tank engine No. 4, at Capwell Station, Cork, in July, 1914.

(Photo: K. A. G. R. Nunn)

Examiner

14th Feb 1925

Grouching Railway
New CORK SCHEME.

Engineering work is at present being conducted at the junction of the Cork & Macroom and the Cork, Bandon & South Coast lines between the Cork Centurians and Bellincolly. The junction of these lines was originally made as a main measure to facilitate the transport of troops and equipment to the South.

The Engineer having examined the lines recently, have altered the plan of the junction in view of the fact that the alignment was too direct. It appears that with the newly formed junction, trains will run direct from the Macroom line on to the Bandon line and vice versa, with normal speed.

It is understood that the first train over the newly formed line will leave the Bandon Station, Albert Quay, on the 2nd March at 5 AM, carrying goods & passengers.

EX 29th/25, Letter to Chas. Comm. EXAMINER 2/3/25. Letter suggesting Cornwall as cattle market

CORK AND MACROOM DIRECT RAILWAY.
The Tourists' Route
 Also Circular Tours via Grand Atlantic Coast Tour, and vice versa.

TOURIST TIME & FARE TABLE for 1903		FARES (Including Coach Drivers' Fees)			
WEEK-DAYS ONLY.		1st Class | 2nd Class | 3rd Class			
		Departure and Arrival by Train and Coach			
Cork, Capwell Terminus, by Train	... dep. 9.15 a.m.				
Macroom	... arr. 10.15 "				
Do. by Coach	... dep. 10.25 "		6/-	5/6	4/9
*Inchigeela	... arr. 11.55 "				
Do. Giving	... dep. 12.20 p.m.		9/-	8/6	7/9
*Gougane Barra Lake & St. Finbar's Hermitage	... arr. 2.0 "				
Do. Giving	... dep. 2.50 "		14/-	13/-	11/-
*Glengarriff, by Coach	... arr. 6.30 "		19/-	18/-	16/-
Do. Next morning, by Coach	... dep. 9.10 a.m.		24/-	23/-	21/-
Kennmare	... arr. 12.25 p.m.				
Do. Giving	... dep. 1.40 "				
Do. Time for Luncheon	... arr. 5.30 "				
Killarney	... arr. 10.0 a.m.				
Do. Giving	... arr. 1.50 p.m.		5/-		
Kennmare	... dep. 2.45 "		10/-		
Do. Time for Luncheon	... arr. 6.0 "				
Do. Giving	... dep. 8.50 a.m.		15/-		
Gougane Barra Lake & St. Finbar's Hermitage	... arr. 12.30 p.m.				
Do. Giving	... dep. 1.0 "				
Inchigeela	... arr. 2.40 "		18/-		
Do. Giving	... dep. 3.10 "		21/-		
Macroom	... arr. 4.45 "		24/-		
Do. Giving	... dep. 5.0 "				
Do. Time for Refreshments	... arr. 6.0 "				
Cork	... arr. 6.0 "				

The Tourist Season by this route commences 25th May and ends 3rd October, inclusive. Tourists are allowed to break the journey at any of the above places. Passengers by the Tourist Route, via Macroom, are provided free of charge with special conveyances to and from the Lake of Lene Gougane Barra and the Hermitage of St. Finbar, the founder of Cork City.

Single Tickets available for Seven Days

Fifty-six lbs. luggage allowed free by Coach with each Passenger. Box Seats on Coach can be secured on payment of 1/- each Passenger to Local Agent at Coach Office.

* RETURN TICKETS, are issued by the 9.15 a.m. Train between Cork, Inchigeela, Gougane Barra Lake, and Glengarriff at the following rates:

To Inchigeela ... 1st Class, 7/-; 2nd Class, 6/6; 3rd Class, 5/6

To Gougane Barra Lake ... 1st Class, 10/-; 2nd Class, 9/6; 3rd Class, 8/6

To Glengarriff ... 1st Class, 21/-; 2nd Class, 19/6; 3rd Class, 16/6

PARCELS are conveyed at the following rates—

Cork to Inchigeela & Gougane Barra Lake ... under 7 lbs., 10d.; under 14 lbs., 2/6; under 20 lbs., 4/6; under 25 lbs., 6/6; under 30 lbs., 8/6; under 35 lbs., 10/6; under 40 lbs., 12/6; under 45 lbs., 14/6; under 50 lbs., 16/6; under 55 lbs., 18/6; under 60 lbs., 20/6; under 65 lbs., 22/6; under 70 lbs., 24/6; under 75 lbs., 26/6; under 80 lbs., 28/6; under 85 lbs., 30/6; under 90 lbs., 32/6; under 95 lbs., 34/6; under 100 lbs., 36/6

For full particulars see GUIDE BOOKS, to be had free on application to the undersigned, Capwell Terminus, Cork.

T. KEYMS, Traffic Manager.



FEB 1986

LAST SURVIVING CMDR BRIDGE NEAR CITY

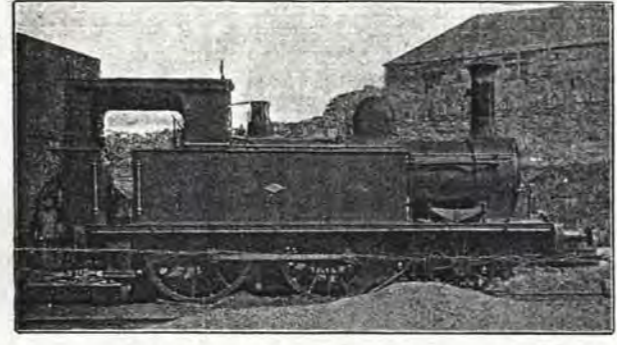
(AT DOULADUFF RD. - USED AS FOOTPATH)

THE CORK & MACROOM DIRECT RY.

The Cork & Macroom Direct Ry. is a small and comparatively unknown line in the South of Ireland 24½ miles in length and constructed on

removed, so that at the present time, though the two lines are for a short distance separated only by a field, no exchange of traffic is possible or in fact, necessary.

The present terminus is situated in a very remote part of Cork, and has no connections with any of the termini of the other railways. The line is single throughout, worked on the staff system, but the stations are all available for crossing purposes. Their names and distances from Cork are as follows: Ballincollig 6½ miles, Kilumney 9½ miles, Kilcrea 12¾ miles, Crookstown Road 16¾ miles, Dooniskey 20 miles, Macroom 24½ miles. In winter and spring the traffic is light, but during the summer a fair number of tourists make use of the line, coaches plying from Macroom, on arrival of the trains from Cork, to Killarney and Glengarriff via the pass of Keim-an-eigh. The receipts from this source are not, however, as large as might have been imagined.



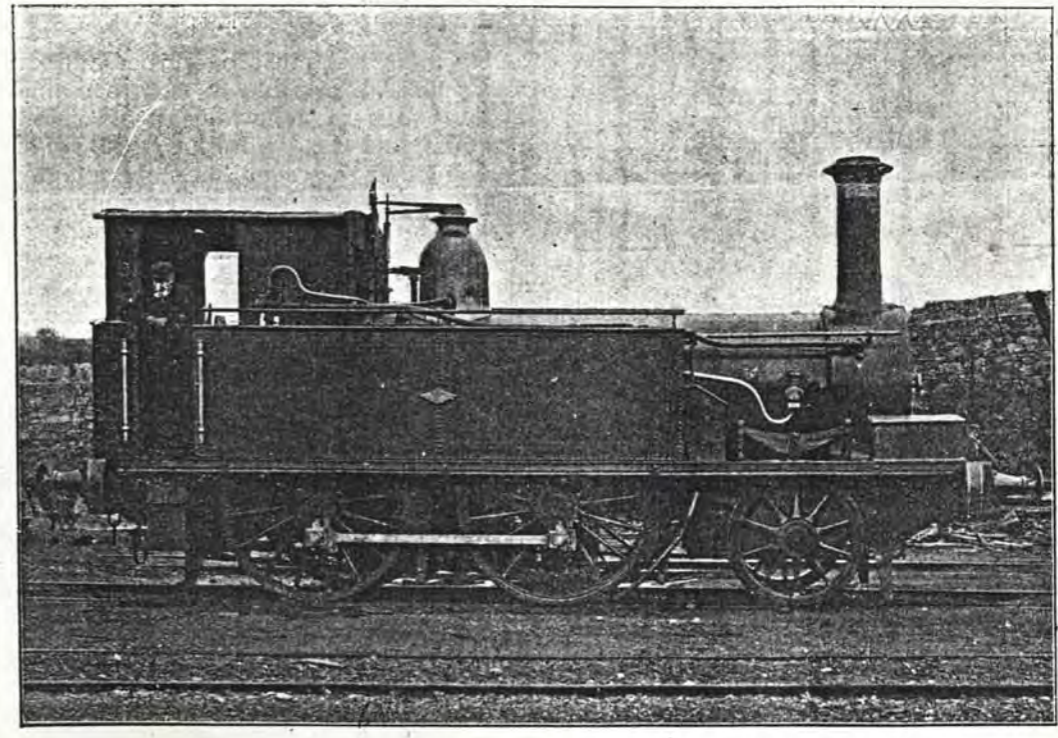
REBUILT TANK ENGINE, CORK & MACROOM RY.

the standard Irish gauge of 5-ft. 3-in. The date of incorporation of the Company was 1st August, 1861, the line being opened for traffic on the 12th May, 1866.

Originally commencing about a mile from Cork, where a junction was formed with the C. B. & S. C. Ry., all the traffic passed over this mile of the latter Company's system, the trains using their terminus at Albert Quay. However, in 1879, when the C. & M. D. Ry. Co. completed an extension of their own about half a mile in length to Capwell terminus, the connecting line was

The train service consists of four trains in each direction on weekdays and two on Sundays, besides one extra on Saturdays running to and from Ballincollig; the time taken on the journey is a little over 1 hour.

The rolling stock consists of 4 locomotives, 4 first, 3 second and 16 third class carriages, 7 brake vans and 101 goods vehicles; of these, two of the third class are bogie vehicles, and the remainder six-wheeled and four-wheeled. One first class carriage was purchased secondhand from



TANK ENGINE, CORK & MACROOM RY.

Jan. 3, 1903.

The Locomotive

the Cork, Blackrock & Passage Ry. when their line was converted to the 3-ft. gauge, and 1 first and 6 third class carriages and a van from the Waterford, Dungarvon & Lismore Ry., when the latter Company's line was taken over by the G. S. & W. Ry.

The locomotives are all four wheels coupled side tanks with a pair of leading wheels; they were built by Messrs. Dübs & Co. at the following dates: Nos. 1 and 2, 1865; No. 3, 1867; No. 4, 1868.

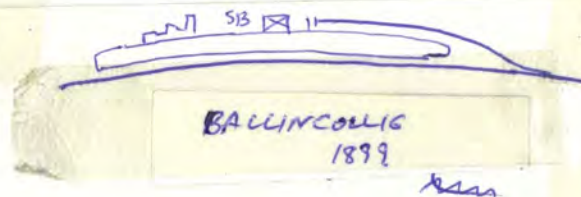
In their original form the safety valves were placed on the dome, which was over the firebox, but three of the engines have since been rebuilt with new boilers, having the dome in the usual position and separate Ramsbottom safety valves. No. 4 was so rebuilt in 1897, No. 2 in 1898, and No. 3 in 1899. The following are their principal dimensions:—

Cylinders	Diameter	15-in.
	Stroke	21-in.
Diameter of driving and trailing wheels..	.. .. .	5-ft. 6-in.
	leading wheels	3-ft. 9-in.
Wheelbase	Leading to driving	6-ft. 8-in.
	Driving to trailing	6-in. 8-in.
	Total (rigid)	13-in. 4-in.
Length of boiler barrel .. .. .	.. .. .	9-ft. 10-in.
Diameter of boiler barrel .. .. .	.. .. .	3-ft. 10-in.
Number of tubes .. .. .	.. .. .	140
Diameter of tubes .. .. .	.. .. .	2 in.
Grate area .. .. .	.. .. .	10½ sq. ft.
Length of firebox .. .. .	.. .. .	4-ft. 0-in.
Heating surface	Firebox	60 sq. ft.
	Tubes	700 "
	Total	760 "
Steam pressure, No. 1 .. .. .	.. .. .	120 lbs.
" Nos. 2, 3 and 4 .. .. .	.. .. .	130 lbs.
Height of top of funnel above rails ..	.. .. .	12-ft. 10-in.
Capacity of side tanks .. .. .	.. .. .	500 gallons
Capacity of coal bunker .. .. .	.. .. .	25 cwt.
Weight in working order (approximate)..	.. .. .	30 tons.

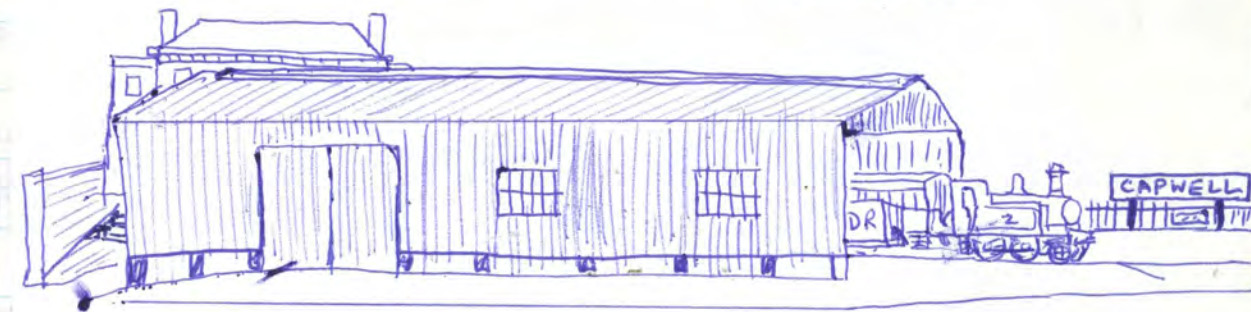
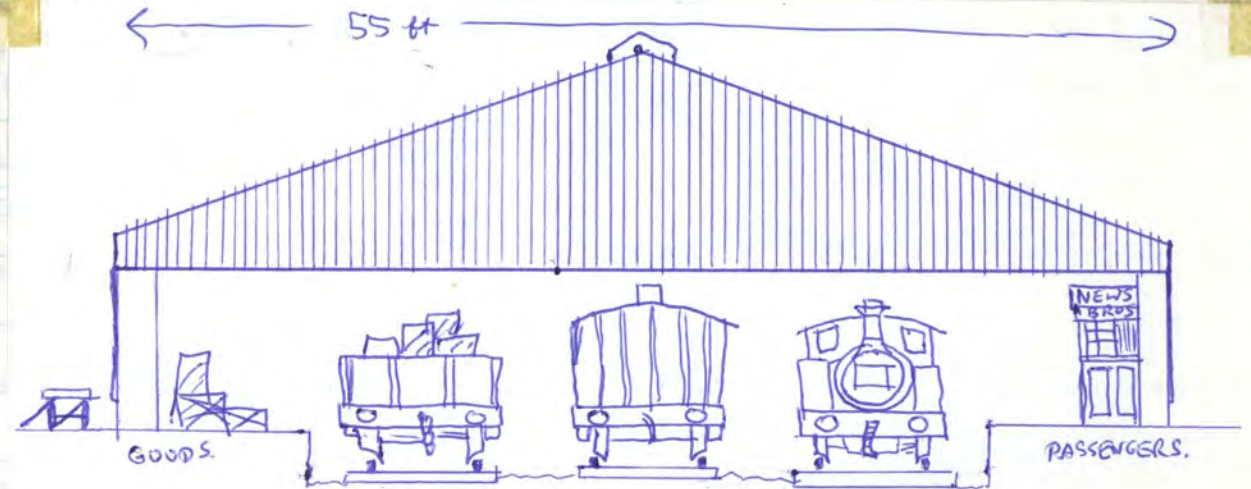
The locomotives are painted light green lined out with black and yellow. The line is comparatively level, and the steepest gradient is 1 in 98, which occurs twice, near Crookstown Road Station and between Kilmuney and Kilcrea. There are two bridges of fair size spanning the rivers Lee and Tullale. The company's chief offices, engine sheds and repairing shops, where they build some of their own wagons, are situated at their Cork terminus.

In conclusion, our best thanks are due to Mr. Maurice J. Reen, the loco. superintendent, for the particulars and dimensions of the rolling stock with which he has so kindly supplied us for the purpose of compiling this article.

CAPWELL 1899



TRAIN SHED CAPWELL



DIMENSIONS AND DESCRIPTION

BY

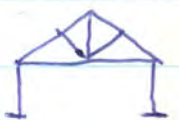
DENIS O'SULLIVAN, KENT STATION

AND

JIMMY O'KEEFE, KILBARRY COTTAGES.

H. RICHARDS

Photos in Old Magazine or book



57/88

MARCH 1988

Railway Book

Sir, - I am hoping to publish an updated edition of my history of the Cork and Macroom Direct Railway.

The original booklet, which appeared in 1960, is now out of print.

Have any readers in the Summerhill South/Windmill Road district any old photographs of trains at Capwell, showing the old train shed? Any photos loaned to me would be safely returned to the owners.

C. CREEDON, 6 Auburn Villas, Magazine Road, Cork. 3-3-88.

Jack Corkery
Cleonagh
Rathpeacon
303196

Phone 22/3/88



The railway bridge at the junction of Capwell Road and South Douglas Road, Cork, which is being dismantled by C.I.E. The railway outting is being filled in to carry the roadway. - ("Examiner" photo).

EXAMINER 21st AUGUST 1946.

1946

Closure of
Colwell
Sidings

← bridge
at
South
Douglas
Road
before
demolition.

24-12-1924
LAST CMDR
CHRISTMAS AT CAPWELL.

CMDR (1924)
CHRISTMAS HOLIDAYS

Dec 22/24
From Cork 6^{AM}, 9.15, 3^{PM}, 6^{PM}
From Macroom 7.30^{AM}, 10.45^{AM},
4.20^{PM}, 7.20^{PM}.

Dec 25/26/27/28
Sunday service
From Cork 10.30^{AM}, 6^{PM}.

From Macroom 11.45^{AM} 7.20^{PM}
Excursion Tickets ↓

Weekend work after train
Dec 24th up to Dec 29th.
Fri 26th - goods depot closed.

J. J. BARRY,
General Manager
CAPWELL TERMINUS
DECEMBER 1924.

10th JUNE 1932 (56)

CMDR LOCOS
AT ALBERT QUAY
(TRANSFERRED FROM CAPWELL, 1925)



0-6-2T 490.

2-4-2T
491



MAY 1936 341



Photo. Exterior of Capwell station, Cork, former terminus of the Cork & Macroom Direct Railway

←
 PHOTO TAKEN
 BY
 T. R. PERKINS
 JUNE 1932.

[T. R. Perkins

In 1861, another Cork railway—the Cork & Macroom Direct—was formed to make a line between the places indicated by its title. It was opened on May 12, 1866, and used the Cork terminus of the Cork & Bandon Railway (Albert Quay); the actual point of physical connection between the two railways was Ballyphe-

hane, on the outskirts of Cork. This arrangement lasted for more than a decade, but in 1877 the Macroom secured powers to build its own terminus in Cork, called Capwell, and a 6-furlong approach line thereto from Ballyphehane. Work was begun in February, 1878, and Capwell station was opened on September 20, 1879. After the grouping of 1925 the Macroom trains returned to Albert Quay station and Capwell was closed. The Macroom Railway was closed to passenger traffic on and from Sunday, June 30, 1935.

9-9-1928.
 All-Ireland
 Harlip Final
 in Dublin.
 Connecting
 Special
 from
 Macroom.
 at 6.45 AM.

AY MAGAZINE May, 1936

hane, on the outskirts of Cork. This arrangement lasted for more than a decade, but in 1877 the Macroom secured powers to build its own terminus in Cork, called Capwell, and a 6-furlong approach line thereto from Ballyphehane. Work was begun in February, 1878, and Capwell station was opened on September 20, 1879. After the grouping of 1925 the Macroom trains returned to Albert Quay station and Capwell was closed. The Macroom Railway was closed to passenger traffic on and from Sunday, June 30, 1935.

IRISH OMNIBUS Co 40/4 GRAND PARADE
 CORK,
 FROM 1st AUGUST 1928
 CORK—COACH FORD—MACROOM,
 6 SERVICES EACH WAY WEEKDAYS
 5 SERVICES ON SUNDAYS
 TO STOP THE BUS, PLEASE PUT UP
 YOUR HAND

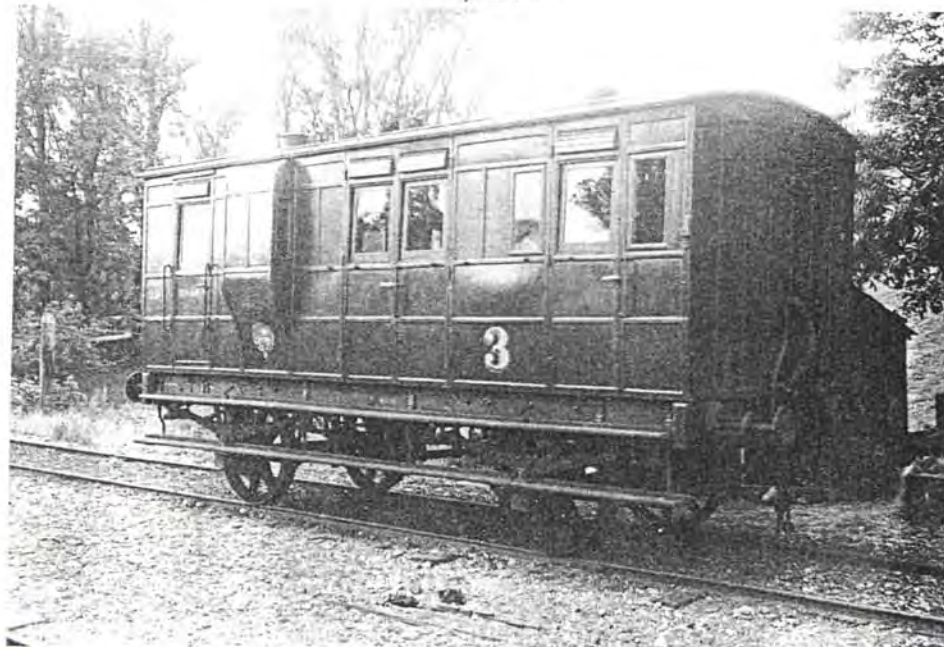
6th AUGUST 1928.
 100 GARAGE STILL AT
 UNION QUAY.

→ SOUTHERN MOTORWAYS GARAGE
 WHITE ST. (EMPLOYMENT EXCHANGE
 TOOK OVER GARAGE 1930's)

25/6/1935

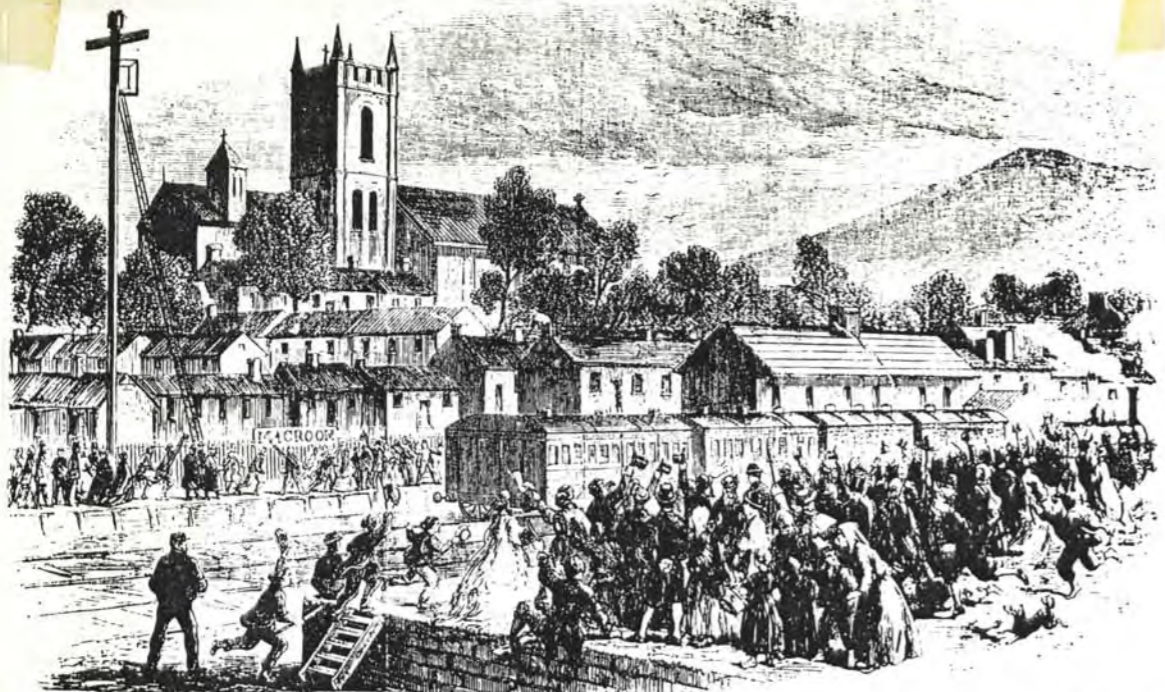
A week later, after exhaustive survey of that south-west area, Le Manquais revisited Bantry. On this occasion Drimoleague Junction offered him a vintage reminder of yet another standard gauge minor railway.

25 June 1935



25 June 1935: By the late 1880s the city of Cork found itself served by five different railways, two of them 3ft in gauge. All maintained separate termini, and there was no physical connection between any two. Macroom, for instance, a country town of some 2,000 inhabitants, decided in 1861 to link itself to Cork by 5ft 3in gauge metals. Thus, the Cork & Macroom Direct Railway opened for public service on 12 May 1866. At first the new railway shared Cork Bandon station facilities at Albert Quay. Then, inevitably, disagreements arose, and Macroom opened its own terminus at Capwell, some distance away, in September 1879.

The C&MDR duly became part of the GSR in 1925 and, ten years later, this oil-lit four-wheeled Macroom coach, now numbered GSR 25R, could still be found at Drimoleague Junction. Despite GSR's commendable concern for country branches, a last train on the Macroom line ran on 10 November 1953.



An interesting Munster branch line was that of the Cork & Macroom Direct Railway Company, a 24 mile railway which commenced at a junction with the Cork-Bandon line about one mile from Cork and ran westwards through a fertile agricultural district by Ballincollig, Killumney, Kilcrea and Dooniskey to Macroom. The line was opened on 12 May 1866 and closed on 10 November 1953. The two illustrations here span the life of the railway, the upper item being a contemporary woodcut showing the arrival of the first train at Macroom, the other a photograph taken at Macroom on the last day of normal working. A 4-4-2T, CIE No 269, originally with the Waterford & Limerick Railway, is seen making up the last train prior to departure for Cork. Passenger services were withdrawn on this line as early as 29 June 1935.



Letter to Cork Examiner 6th June 1925

A PLATFORM ANOMALY.

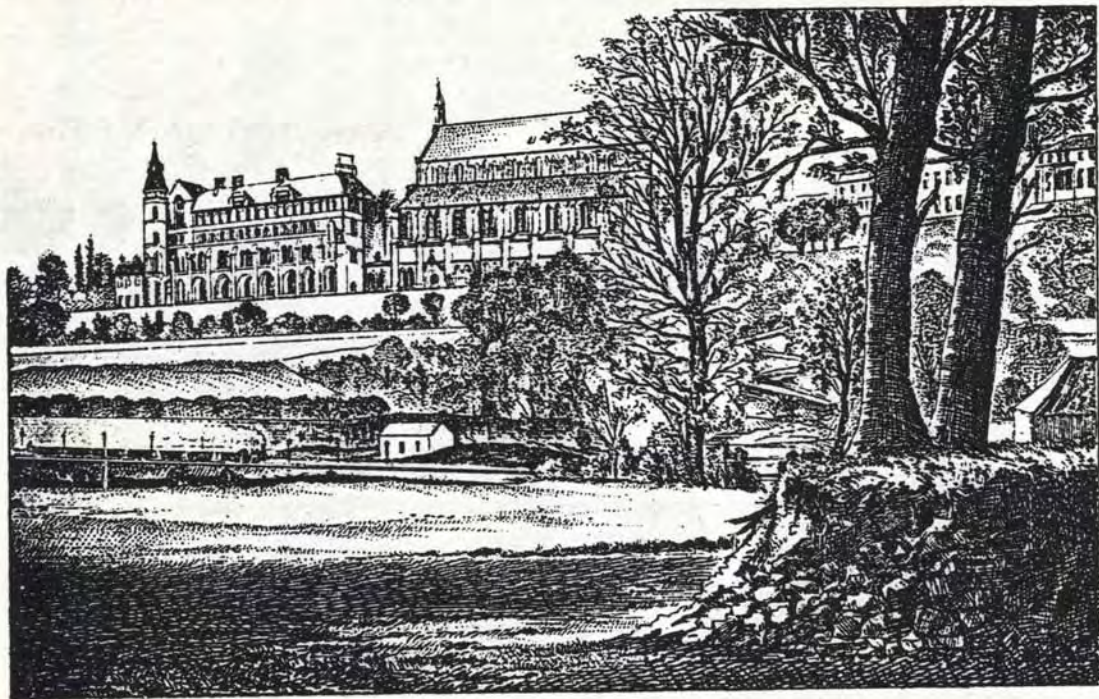
SIR: MAY I ASK WHY PASSENGERS LEAVING FOR THE MACROOM LINE HAVE TO WAIT IN CROWDS AT THE BANDON STATION WHILST IN THEIR DEPARTURE PLATFORM ARE QUITE A LARGE NUMBER OF WAITING ROOMS. THIS IS ESPECIALLY TEDIOUS TO LADIES.

WHAT IS THE USE OF HAVING WAITING ROOMS FOR LADIES AND GENTLEMEN IF ADMISSION IS REFUSED TO THEM UNTIL PRACTICALLY A FEW MINUTES BEFORE THE TRAIN STARTS. IS THIS ONE OF THE "ADVANTAGES" OF THE AMALGAMATION? M.L. MACROOM.

WHIT 1925
 MACROOM SECTION - EXCURSION
 FARES FRI 29th, SAT 30th MAY
 AND MONDAY 1st JUNE
 ———
 SUMMER SUNDAY TRAINS.
 (10 AM TO BANTRY)
 10.30 AM TO MACROOM (RETURNING 6 PM)

25th JUNE 1925
 New through rates for livestock from Macroom, Dooniskey, Crookstown and Killumney to stations in Wales & England. (already in operation on Bandon section)
 SUN 5th JULY 1925
 MACROOM SPORTS. Special trains CITY BAND TO ATTEND.

MIDDLE RIVER FROM MACROOM ?? !!

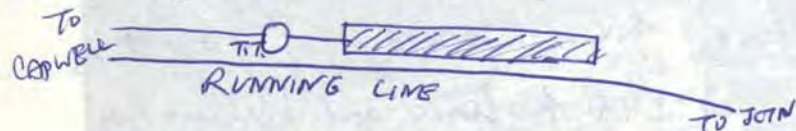


ST. VINCENT'S CHURCH & SUNDAYS WELL.

Artist's impression of St Vincent's extension circa 1870. Mysterious train is not Muckery (not opened till 1887). Could it be the projected middle route Macroom to Cork (Mardyke) of 1860?

1932 25" Ordnance Survey Map
(Surveyed 1926).

CAPWELL INTACT.
CARRIAGE SHED SHOWN.



BISHOPSTOWN PLATFORM
INTACT.
(BUT NO BUILDING).



WINTER T.T. 1925 (OCTOBER).

6.00pm TO MACROOM ADVANCED TO 5.45pm
(5.35pm TO WESTCORK ADVANCED TO 5PM).

NO MENTION OF CAPWELL (OR ALBERT QUAY).

No 3
AND TRAIN
NEAR
BALLYPHEHANE,
CORK.
CIRCA 1920.



PHOTO
REX MURPHY
(W.M.C. Graft
Collection).

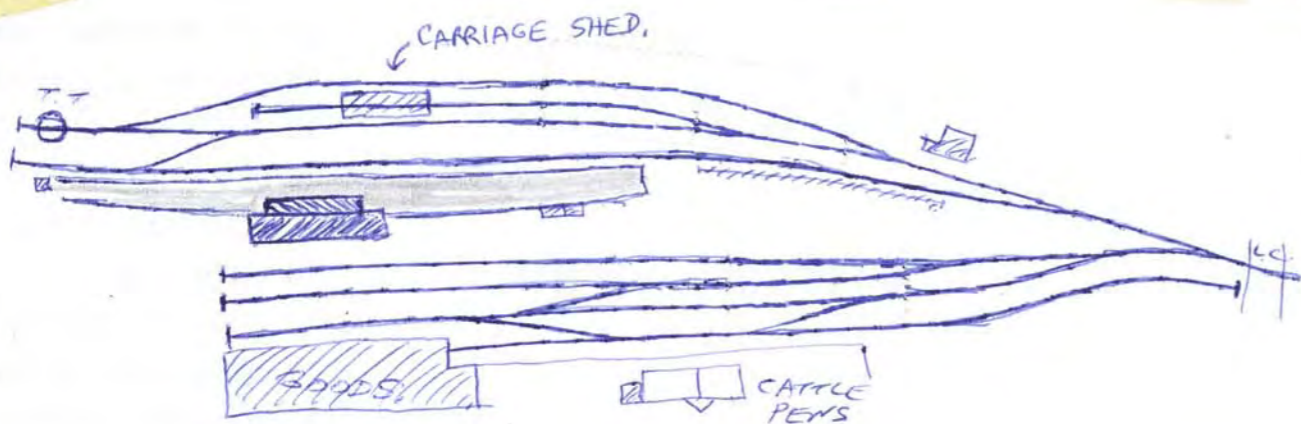
1924 Cork Summer Show. July

CMDR 5.30pm delayed to 6pm,
also CBSC special to Kinsale at 6pm } Did they race
side by side at
Ballyphehane?

August Weekend. Excursion tickets on CMDR, but
no special trains. Sunday trains ex Capwell 10.30AM & 6pm
(returning 11.45AM & 7.30pm)

8-5 1990

1897 25" MAP IN
NATIONAL LIBRARY, DUBLIN.



MACROOM 1897/01 O.S. 25" MAP.

NO CARRIAGE SHED — CHECK (Brendan Buckley)
Published 1902,



MACROOM
TERMINUS
JULY 1946
LOOKING EAST,
FRAMEWORK OF
CARRIAGE SHED
AT LEFT.

PHOTO BY
JACK PHELAN.

EX CMDR
WAGON
103R
(AT
WATERFORD
NORTH).



P12



5R
(EX 6MR)

3R

EX CMDR CARRIAGES IN USE ON W&T & CBSC
SECTIONS.

[PHOTOS BY COURTESY JACK PHELAN.]

Table No. 78. DOWN—Cork to Macroom.

Distance from Cork.	STATIONS.	WEEK DAYS.						SUNDAYS.	
		1. Goods.	2. PAS.	3.	4. Mixed.	5. PAS.	6. PAS.		
Mls.		a.m.	a.m.		a.m.	p.m.	p.m.		
—	CORK (Albert Quay) dep.	4 40	9 0	...	11 55	3 25	6 5	...	...
3 1/2	BISHOPSTOWN ... "	...	...	...	...	...	...	...	...
6 1/2	BALLINCOLLIG ...	arr. ...	9 15	...	12 10	3 40	6 20	...	...
	dep. ...	...	9 16	...	12 11	3 41	6 21	...	...
9 1/2	KILUMNEY ...	arr. 5 10	9 24	...	12 19	3 49	6 29	...	...
	dep. ...	...	9 25	...	12 20	3 50	6 30	...	...
12 1/2	KILCREA ...	arr. 5 22	9 33	...	12 28	3 58	6 38	...	...
	dep. ...	5 30	9 34	...	12 29	3 59	6 39	...	...
16 1/2	CROOKSTOWN RD. STATION. arr. 5 43	9 44	...	12 39	4 9	6 49	...	...	...
	dep. 5 53	9 45	...	12 46	4 10	6 50	...	...	...
20	DOONISKEY ...	arr. 6 3	9 53	...	12 54	4 18	6 58	...	...
	dep. 6 13	9 54	...	12 57	4 19	6 59	...	...	...
24 1/2	MACROOM ...	arr. 6 27	10 4	...	1 5	4 29	7 9	...	...

Table No. 79. UP—Macroom to Cork.

Distance from Macroom.	STATIONS.	WEEK DAYS.						SUNDAYS.	
		5. Mixed.	6. Mixed from Macroom only	6A	7. Mixed	8. PAS.	9. PAS.		
Mls.		a.m.	a.m.		p.m.	p.m.	p.m.		
—	MACROOM ... dep.	7 20	10 40	...	1 35	4 40	7 20	...	...
4 1/2	DOONISKEY ...	arr. 7 30	10 50	...	1 45	4 50	7 30	...	...
	dep. 7 31	10 51	...	1 46	4 51	7 31	...	...	...
7 1/2	CROOKSTOWN RD. STATION. arr. 7 40	10 59	...	1 55	4 59	7 39	...	...	...
	dep. 7 44	11 4	...	2 5	5 0	7 40	...	...	...
11 1/2	KILCREA ...	arr. 7 54	11 14	...	2 15	5 10	7 50	...	...
	dep. 7 57	11 15	...	2 20	5 11	7 51	...	...	...
15	KILUMNEY ...	arr. 8 7	11 23	...	2 30	5 19	7 59	...	...
	dep. 8 11	11 24	...	2 36	5 20	8 0	...	...	...
18	BALLINCOLLIG ...	arr. 8 21	11 32	...	2 46	5 28	8 8	...	...
	dep. 8 23	11 33	...	2 48	5 29	8 9	...	...	...
21	BISHOPSTOWN ...	...	...	...	...	...	...	...	...
24 1/2	CORK (Albert Quay) arr.	8 40	11 50	...	3 5	5 44	8 24	...	...

CAPWELL TRAIN SHED 1900 (TWO YEARS AFTER ERECTION)



GSR WORKING TIMETABLE

FROM 23rd NOV 1931 UNTIL

FURTHER NOTICE.

CORK (WEST) O/S MAP.

18/10/52 Clomp of Branch line

It was reported in Dublin yesterday that the clomp down of a number of branch lines on the CIE rail system is imminent. CIE faces less than a year of Pitt Mellon. Cork-Macroom, Dingle, Michaelston, Cahel, Schull, Kildalee, Newmarket, Ballygar, Altan.

CORK EXAMINER THE AXE IS POISED

18th Oct, 1952

18/10/52 Also Schull, Spill, Fermoy, Michaelston, Ballygar, Newmarket. CIE Transport Act 1950. Application for Order for permanent discontinuance of train services between Cork and Macroom. Board of CIE applies to Transport

Tribunal for order exemption the Board from obligations operate all services of special trains on the branch railway line between Cork & Macroom.

An order exemption the Board from the obligation to restore all or any services of trains for merchandise on the railway line between Cork & Macroom which were temporarily discontinued from 10/3/1947 under and by virtue of Emergency Powers (CIE reduction of Railway Services order 1944). Date 29/9/1952. GEO B. HOWDEN G.M.

The Secretary to The Transport Tribunal 23/28 Kildalee St DUBLIN. Objections in writing to Tribunal Secretary not later than 1/11/1952. Dated 18/10/52

12th NOVEMBER 1952

EMPTY CATTLE TRAIN DERAILED NEAR WILTON

12-11-1952

FREIGHT TRAIN DERAILED BY COWS

INCIDENT ON MACROOM LINE.

Three Fragmented Cows

Caused the derailment of fifteen wagons of a 25-wagon empty livestock train on the Cork-Macroom railway line near Wilton at 5.30 AM yesterday.

The driver of the train, with the other ten wagons, did not know of the accident until he arrived at Ballinacilly Station two miles further on.

The derailment occurred on the stretch of track which is south of Wilton College, Cork. The three cows dashed on to the track into the centre of the train. They were run over and killed and the force of the impact was such that one of the couplings on the train broke, and the fifteen wagons were immediately disconnected and most of them ran off the rails.

The rear wagon of the portion that remained attached to the engine also became derailed, and was dragged along the sleepers. The driver of the engine Mr. Bert Sheehan, noted that the train was not running smoothly,



EXAMINER

PHOTO

12-11-1952.

but attributed this to the grossness of the rails, a normal happening in this portion of a comparatively unused track.

About a quarter of a mile of the track was twisted out of shape. The derailed wagons did not over, and, as a matter of fact, the last wagon and the guards van behind it remained on the track. The derailed wagons travelled about half-a-mile before stopping.

CIE breakdown gangs were quickly on the scene and worked all day pulling the wagons back on the rails and repairing the track, three lengths of which had to be replaced. The work was completed this afternoon and the wagons towed back to the Albert Quay Station.

The train was on its way to service the Macroom fair and on hearing of the incident, CIE sent a fleet of lorries to Macroom, where the cattle were transferred to Millstreet and enlarded for Cork and other destinations.

The Cork-Macroom line used only once-monthly in recent years, is the subject of an application to the Transport Tribunal for a closing order. Part of the line near Macroom will be embodied in the Carrigrohilly reservoir when the Lee hydro-electric scheme comes into operation in about three years time.

CMDR NOTES.

HALF-YEARLY MEETING FEB 1900.

PROFIT £2797. 9. 11. 5% DIVIDEND

CARRIAGE SHED ERECTED AT MACROOM.

SOLICITOR FOR CMDR — MICHAEL PURCELL.

IOC AT CAPWELL 5th AUGUST 1933.

CMDR 1913 AGM.

9 WAGONS BUILT AT CAPWELL WORKS.

LIME FROM CROOKSTOWN (CAPTAIN RYE'S LIME WORKS).

COAL FROM CAPWELL TO CROOKSTOWN.

CMDR 1912 AGM. (10/2/1912). 5% DIVIDEND

ELECTRIC LIGHT INSTALLED AT CORK AND MACROOM.

COMPLAINT. 3rd CARRIAGES LEAKING — NO CUSHIONS.

{ CHAIRMAN SAID LINK AT BALLYPHEAHANE WOULD COST £1,000.
ONLY 1/2% OF THEIR TRAFFIC THROUGH (TO OTHER LINES)
SIDINGS ALSO NECESSARY TO HOLD CMDR WAGONS TILL COLLECTED
BY CBSC ENGINE. WOULDNT PAY (COST OF EXTRA WAGONS, CHARGES BY CBCS CCR.)

CMDR HALF-YEARLY MEETING FEB 10th 1905

PROFIT £3,284. 0. 3 (1/2 YEAR) 5% DIVIDEND

NEW ENGINE ON TRIAL OVER LINE (FROM BARCLAYS, KILMARNOCK)

(FIRST FROM THEM FOR AN IRISH LINE. MR REEN (ENGINEER) MADE SEVERAL TRIPS TO KILMARNOCK TO INSPECT WORK ON ENGINE) →

CMDR 1916 MEETING 19/2/1915.

* of outer end
of terminus beyond T.T.

CHAIRMAN STATED :-

"Over last 20 years we have relaid 23 miles (92% of system)
. Constructed a small station on belt at BISHOPSTOWN
. erected carriage sheds at Cork* and Macroom and
Covered in, at considerable expense, the station and platform
at Cork, which formerly was as open as a FairField.

DIVIDEND 3 3/4 %.

(No mention of City Rly on link at Ballysheehane)

Increase in Military traffic (passenger) to Bellinacollig.
Mr Harold (Shareholder) questioned lack of link with
CBSC. He said CMDR should take over CBSC !!

CHAIRMAN: You are flying very high !!
(Act of Parliament needed)

CMDR 1918 MEETING 23/2/1918

Dividend 4% (1916 best year)

Receipts down due to drop in tourist and land excursion
traffic.

Macroom goods store extended.

Examiner 6/1/1912. (ADD) CORK & MACROOM DIRECT RAILWAY

OBSEQUIES OF VERY REV JOHN
CANON O'MAHONEY P.P. AT
CROOKSTOWN, MON 8th JANUARY 1912.

TRAIN LEAVES CAPWELL STATION CORK
AT 9.15 AM. SPECIAL TRAIN LEAVES
CROOKSTOWN FOR CORK 1 PM.

J. J. BARRY TRAFFIC MGR,
CAPWELL TERMINUS 5th JANUARY 1912

FUNERAL
TRAIN.

2/3/1925. Letter on Examiner, Page 2.

Cohwell closed to be closed — suggested site for Cattle Market.

Final meeting of CMDR — NO mention of closure.

ADVERT

1st JANUARY →
1924

CORK & MACROOM DIRECT RAILWAY
SUSPENSION OF SUNDAY TRAINS
ON AND AFTER SUN. NEXT, JAN 6th, AND
UNTIL FURTHER NOTICE, NO TRAINS WILL
RUN ON SUNDAYS. J. J. BARRY, GEN. MGR.
CAPWELL TERMINUS DEC. 1923.

cc 25/2/1922. CMDR Meeting. at Cohwell ^{FR} 24/2/1922.

J.E. HARDING, CHAIRMAN (O'SULLIVAN BEARE DIED — 1921?)
JOHN ENGLISH CO-OPTED TO BOARD.

DIVIDEND 4%.

New Engine boiler for one of locos £3,000.

Tribute to Mr Barry for handling a difficult year so well.

SIR JOHN SCOTT, Shareholder, asked about £20,000
authorised capital for Ballyvourney extension.

MR WILLIAMS wanted to know if it was the intention
to re-open the link line (at Ballysheehane) for Merchandise and
passenger traffic. Traffic lost due to lack of link — 50% of egg traffic
from Macroom handled by motor transport. If link was restored,
they would get lime traffic from kiln in Crookstown.

He also wanted Sunday trains and a later departure of
5 PM train (from Cohwell) to 6 PM. People had not enough time in
Cork and were using road transport. Dividend 5%.

CHAIRMAN IN REPLY SAID BALLYVOURNEY LINE WOULD COST →

c.c. 25/2/1952 (Contd)

Several times the original cost. No decision yet.

ACT OF PARLIAMENT would have to be passed before they could use link line. Sunday trains would

be restored if they could pay their way.

5pm train departure time due to 8 hour day (48 hour week).
6pm would mean overtime.

c.c. 21/2/1952. CMDR Meeting at Colwell.

O'Sullivan Beene, Chairman. Still under Government Control. 4% dividend. No link with Bandon line

Cattle Men said they would attend Macroom fair if lines were linked.

Chairman said he had nothing further to add about link with CBSCR.

c.c. 19/2/1952. CMDR Meeting at Colwell,

O'Sullivan Beene Chairman

Government Control to end 15/8/1952.

Tribute paid to J. J. Barry for keeping trains running despite attacks.

4% DIVIDEND. 105 wagons in use.

No mention of link at Ballysheehane.

CMDR objected by CBSCR strike 7/2/1952. — resumed 14/2/1952

CMDR Men in March from Union H.Q. Grand Parade to A.D. then

Conference agree to 48-hour week. to Colwell.

CMDR CLOSURE OPPOSITION

EXAMINER 30/12/1952.

CORK COUNTY COUNCIL,
AT THEIR MEETING ON
29/12/1952, DISCUSSED THE
CLOSING OF BRANCH LINES

REGARDING THE
CORK AND MACROOM,
MR C. MEANEY SAID THERE
WERE FAIRS AND MARKETS
IN THAT AREA TO BE
CONSIDERED. ALDERMAN
SEAN MCCARTHY, T.D., SAID
THAT WAS A BRANCH LINE
THAT WAS PAYING ITS WAY
BEFORE AMALGAMATION.

IT WAS ARRANGED THAT
LOCAL REPRESENTATIVES
PREPARE THEIR CASE AND
CONSULT WITH THE COUNCILS
LEGAL ADVISER, MR J. CARR.

IT WAS ALSO DECIDED
NOT TO SEND PARTICULARS
OF THE OBJECTION IN
ADVANCE TO THE TRANSPORT
TRIBUNAL BUT TO ASK
THE TRIBUNAL FOR PARTICULARS
OF THE CIE CASE.

MACROOM UDC MEETING,

6-1-53.

MAY 20th 1978, President, Secretary and party of members left Colwell on 9.30 AM train to Macroom. took photos.

CMDR 1/2 yearly Meeting, 11.30 AM Fri 9/8/1978 at Colwell,

M. Flavin J.P. Chairman.

5% dividend. 10,278 Receipts
6,612 Expenses
£3,666 profit.

Large crowds going to Gougane Barra on Sundays via Macroom Station.

"The Cost of the ~~new station~~ ^{opened} Small new station at Bishopstown has been changed to Coblet. The traffic to and from there is up to our expectation and will probably increase, as it is a growing and improving district."

Mr Barry at Macroom everyday ~~thanks~~ thanks for his zeal, tact, and unremitting attention to the requirements of all who use our "system" (!).

Link at Bandon line →



Would cost £150,000. Chairman stated, without, I have been informed, that if we got, not only ~~the~~ the connecting line across the Ree, but a connecting line to the Kingdom of Heaven, for our possession of this huge sum, we could not afford to subscribe it.

BISHOPSTOWN HALT.

PLATFORM BOOKING OFFICE

OPENED 10th APRIL 1912

passed by railway working office

19/8/1912.



BISHOPSTOWN HALT

OPEN TILL ABOUT 1927 (NO TIMES SHOWN INT. T. FROM 1915) (W.M.S.G. 22/1/91)

Macroon farm sold for £111,000

A non-residential 80 acre farm at Ballanmorris, Co. Cork, four miles from Macroon, was sold recently for an undisclosed sum after being withdrawn earlier from public action at £111,000.

The property, sold by Maurice Cohalan of Cohalan Downing & Associates, had no milk quota and was purchased in trust by Mr. Michael Purcell solicitor, Macroon. letter 28-1-'91. (no reply)

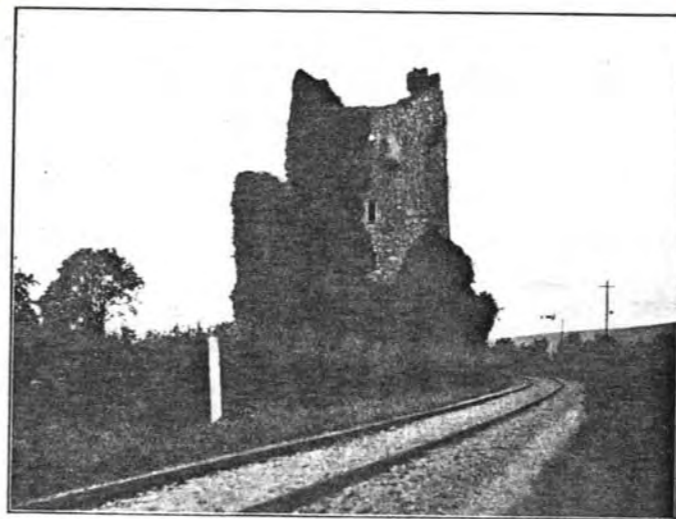
PUBLIC NOTICE

CIE

Transport Act 1950

CORK-MACROOM RAILWAY LINE EXEMPTION ORDER 1953.

TAKE NOTICE THAT ON THE 20th DAY OF NOVEMBER 1953 THE TRANSPORT TRIBUNAL MADE THE ABOVE ORDER TO COME INTO EFFECT ON THE 1st DAY OF DECEMBER 1953, WHEREBY CIE IS EXEMPTED FROM THE OBLIGATION TO OPERATE ALL SERVICES OF SPECIAL TRAINS FOR MERCHANDISE ON THE RAILWAY LINE BETWEEN CORK AND MACROOM IN THE COUNTY OF CORK WHICH WERE IN OPERATION IMMEDIATELY IN OPERATION BEFORE THE FIRST DAY OF JUNE 1950, AND WHEREBY CIE IS ALSO EXEMPTED FROM THE OBLIGATION TO RESTORE ALL OR ANY SERVICES OF TRAINS FOR MERCHANDISE ON THE SAID RAILWAY LINE WHICH WERE TEMPORARILY DISCONTINUED UNDER THE EMERGENCY POWERS (CIE) (REDUCTION OF RAILWAY SERVICES) ORDER 1944. DATED THIS 20th DAY OF NOVEMBER 1953. F. LEMASS, GEN. MANAGER.



KILCREA CASTLE.

BOOLE LIBRARY - FEB. 1991

LAST TRAIN AT BISHOPSTOWN



LIFTING TRAIN AT BISHOPSTOWN HALT. 22/10/1955. Photo Joe St. Leger.

C/E 20/10/1953.

Cork County Council Meeting.

Mr D. Casey, Macroom, said that portion of the line would be flooded by the Lee Scheme and the people of the town seemed to be indifferent to the matter. Personally, he would like to see the line kept open, but there was presently only one member worth anything on it.

CHAIRMAN. It is hard to make a case for one town in a March.

When Mr M.P. Murphy T.D. asked what was the point of the Transport Tribunal coming to Cork if there were no objection, Mr Carr said it was possible there would be objections from other sources. In any event, what he proposes to do was to write to the Tribunal and tell

them if there was no other objection it was not worth their while to come to Cork.

The Member withdrew of this suggestion.

C/E 21/10/1953

Following Monday's discussion of the Cork Co. Council at which it was decided that the Council would not go ahead with objection to the proposed closing of the

Cork-Macroom (and Fermoy) ^{Metelstown} line level lines of C/E,

the sitting of the Transport Tribunal fixed for Cork on Friday next has been cancelled.

The Council's legal adviser had got no information in either town which would enable him to go ahead with the proposed objection.

It was learned that the Co. Council were the only objectors to the proposed closing and on receipt of news of the Council's decision, the Transport Tribunal has cancelled its Cork sitting.

C/E 11-11-53
MAY BE LAST
TO URNEY
Photo Macroom
Cork Co. Council

OCTOBER 1955.

LIFTING
TRAIN
NEAR
DEASY'S
BRIDGE



Photo by Joe St. Leger.



Ballincollig.

SEPT 1955

Photo by Joe St. Leger.

CORK-MACROOM-SKIBBEREEN?
(1863 PLAN)

stock. Initially, the WCH decided that it would complete the Dunmanway-Skibbereen section first, and later continue eastwards to connect with the Cork & Macroom Direct Railway, rather than the Bandon; the Mac-

room company was to seek running powers over the first mile of the Bandon's line out of Cork, and we shall return to this point later in this narrative.

E. SHEPHERD (IPRS).

1-5-91.

NEWS

Town will be en fete

THE Mid-Cork town of Macroom will be en fete this weekend to mark the 125th anniversary of the opening of the Cork-Macroom Direct Railway.

The first Railway View Festival weekend will be opened by Cork entertainer Billa O'Connell in the Vanguard Gallery at 7.30pm on Friday.

The festival is the brainchild of a group of business people whose premises are situated on Railway View, which overlooks the town's old railway station - still intact but now part of Macroom Mills.

**RAILWAY VIEW
FESTIVAL WEEKEND**

Friday, May 3rd - Sunday, May 5th

FRIDAY, MAY 3rd:

7.30 p.m.

OFFICIAL OPENING

Exhibition to commemorate 125th
Anniversary of Macroom Railway - Vanguard
Gallery, Railway View.

**Celebration for a
defunct railway**

THE latest in a long line of Macroom festivals, which opened on Friday night, was unique in so far as it was confined to the eastern section of the town. There was an historical reason for this since the occasion marked the 125th anniversary of the coming of the railway to the Muskerry capital and the terminus was at Cork Street.

The promoters of Macroom Railway View Festival, Kevin Browne and Martin Fitzgerald, spared no effort with a programme of events in which young and old could participate.

The speakers at the opening ceremony, which took place at the Vanguard Art Gallery, Cork Street, included Stephen O'Connor, Chairman, Macroom Urban District Council, who congratulated the organisers on celebrating the 125th anniversary of the railway coming to the town and

hoped that other areas of the town would follow their example.

Margaret Linehan, daughter of the late Tommy Linehan, who was the last employee of the railway in the town, traced the history of the Macroom line from 1856 when the scheme was first put forward. The passenger service finished on June 29, 1935 and the last train (goods) to leave the town was on November 10, 1953.

Billa Connell, who officially opened the festival, recalled that as a youngster he and his friends were accustomed to travel from their home in The Lough along the Bandon Railway and the Macroom Railway picking blackberries..

All the trophies for the festival were presented by Christy Naughton, Certified Public Accountant, Railway View, Macroom.

8.45 p.m.

Browne's Bar.

NOVELTY RACES - Kindly sponsored by
Deasy's Mineral Water Co.

9.30 p.m.

PUB ENTERTAINMENT

POKER CLASSIC - Hooded Cloak

MUSIC SESSION - Browne's Bar

45 CARD DRIVE - International Bar

11.30 p.m.

to 1.30 a.m. **DISCO** - Hooded Cloak

COPY DISPLAYED IN MACROOM 3rd, 4th Sds MAY 1991

NOTICE

**THE ILLUSTRATED HISTORY
BOOK**

**CORK & MACROOM
DIRECT RAILWAY**

PUBLISHED 1960

NOW OUT OF PRINT

**UPDATED REPRINT
DUE OUT DEC. 1991**

**OFFERS OF MATERIAL
AND MEMORIES TO AUTHOR**

C. C. CREEDON,

6, AUBURN VILLAS,

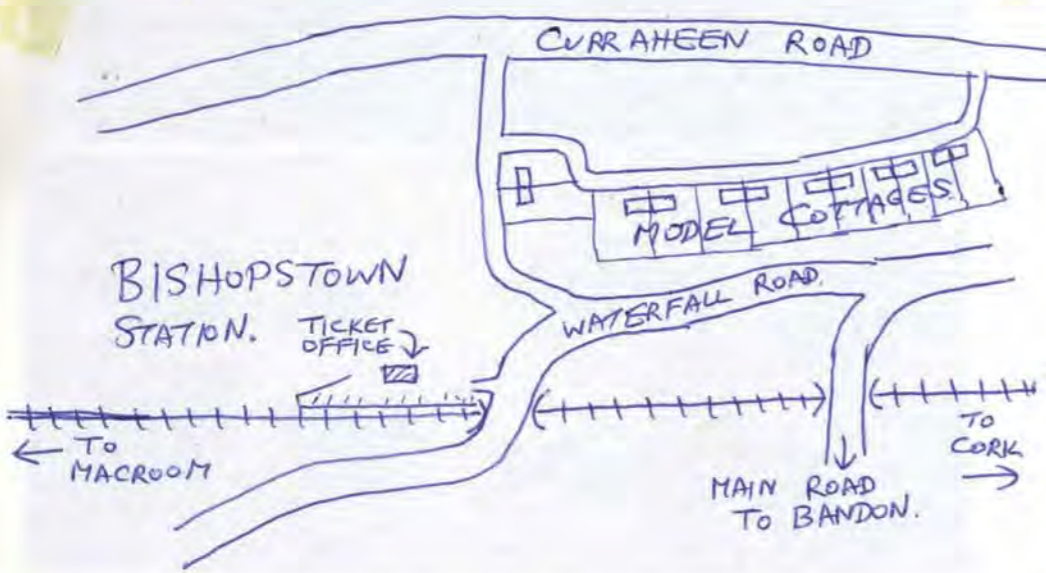
MAGAZINE ROAD, CORK.

ELDERLY RESIDENT AT EXHIBITION RECALLS GOING TO CORK (A. QUAY)
BY TRAIN. FARE 2/6 RETURN. BOTH PLATFORMS AT ALBERT QUAY USED
(ARRIVAL AND DEPARTURE)



SUNDAY 5/5/91

RAILWAY
PHOTO
EXHIBITION
AT
MACROOM



ART
ALLERY.
FROM LOCAL
ISEUM AND
C. COLLECTIONS
PHOTOS BY C.C.

MARTIN FLAVIN, ESQ., STAT. CLERK

SINGLE		RETURN		Miles	DOWN		Week Days		Sundays		
1	2	1	2		3	am	pm	pm	pm	pm	pm
s	ds	ds	ds	ds	Cork—	am	m	pm	pm	a	m
0	5	0	4	0	(Capwell Stn.)d	5	0	15	130	3	0
0	8	0	6	0	Bishopstown...	9	23	138	3	9	1038
1	8	1	0	0	Ballincollig ...	520	9	29	145	316	615
1	10	1	5	1	Kilumney ...	530	9	37	155	326	625
2	8	1	10	1	Kilcrea ...	540	9	45	12	337	635
3	0	2	4	1	Orookstown R.	555	9	53	12	349	645
3	8	2	10	2	Dooniskey ...	610	10	1	12	359	655
3	8	2	10	2	Macroom arr.	630	10	15	12	410	7
					UP		Week Days		Sundays		
s	ds	ds	ds	ds	Macroom dep.	7	10	30	430	715	1145
0	8	0	6	0	Dooniskey ...	715	10	41	440	725	1155
1	5	1	0	0	Orookstown R.	730	10	51	450	735	12
1	10	1	5	1	Kilcrea ...	745	11	3	5	0	745
2	5	1	10	1	Kilumney ...	755	11	14	5	10	755
3	0	2	4	1	Ballincollig ...	810	11	24	520	8	5
3	5	2	8	1	Bishopstown...	818	11	31	528	8	5
3	8	2	10	2	Cork	830	11	40	535	820	1250

DECEMBER 1914
TIMETABLE
SHOWING
BISHOPSTOWN
HART. TIMINGS
FOR LAST TIME
(COURTESY M. DAVIES)

SOUTHERN STAR 3/5/91. MACROOM LONG AGO.
By JAMES A. KELLEHER

JUST ESCAPE ?

I often wondered since why he did the same act at every circus. Was he really a circus man at heart or was it just an escape from the realities of life? Garry was in fact a very quiet and decent man. He worked at Twohig Meal and Flour store in the South Square and was so shy that he rarely spoke to anyone. After the circus there would always be a big crowd around the town and in the pubs, and it was usually very late when even the very young went to bed. Next morning when we got up, the circus was gone. It was so sad.

Mainly because of the tragic Civil War, Macroom did not enter a team for the county championship in 1923, and though a team did take the field in 1924, it was beaten in the first round by U.C.C. Then in 1925, community spirit improved considerably, a team was entered and Dan Martin Fitzgerald was elected captain. 'Fitzie,' as he was better known did more than a man's part to re-ignite the Macroom pride and spirit, and put the team above politics.

The first round against Bantry was played at Dunmanway, and Macroom won by a goal. Then came the big test, a second round game against Collins (Army) and this was played at Killumney on Sunday, June 21. A special train from Macroom was absolutely packed, and every mode of conveyance was brought into operation to get to the venue. It was a thrilling game, played in the best of spirit and Macroom emerged winners by two points. The final score was Macroom six points, Collins four points.

When the train arrived in Macroom that evening, there were unbelievable scenes of joy and jubilation. The Fife and Drum Band, led by Jack McCarthy played around the town followed by a huge crowd, and the 'green and white' flags were everywhere evident. Macroom were beaten in the final by a 'star-studded' Nils team, but came back to win the title in 1926.

PART OF LIFE

The Fife and Drum Band was very much a part of the social life in those far off days. The main tutor was Paddy Galvin a native of Kilnamartyra, but the man in charge — the Band Master — was Jack McCarthy, a blacksmith who plied his trade in 'Happy's' yard. 'Happy' Murphy's public house — now the International Bar, and the property of Denis J. Murray — was managed by Gretta and Ju Ju.

Gretta was the boss, she managed the bar while Ju Ju looked after the house and helped to wash the glasses. 'Ju Ju' used to smoke Woodbines, because very often when passing her door, you would be asked to call at Mull Murray's for three packets. Their brother Danny was an outstanding member of the great Macroom team of the 1911-1915 period. He was later a highly efficient Town Clerk.

'Happy's' yard was a busy place every day of the week, but particularly so on market and Fair days, because it was there that farmers left their horses when they were doing business up the town. It was there that Jack McCarthy had his forge, and there he worked every day. His hobby

was music, and he spent his spare time practising the fife (flute) and teaching others the necessary skills. Across the street, his wife — I think her name was Bridgie — had a sweet shop, and even though the grey and white cat spent a lot of his time taking the sun in the shop window, it was always the popular shop for the National School boys. There you could get the best 'Peggy's Leg,' the best 'liquorice' and the best 'Yankee Bars,' all at the right price.

As far as I can remember, the band had its practice sessions in a hall down the School Lane, but if Jack was not too busy, some members would practice in the Forge or occasionally in 'Happy's' Pub. Members that I remember so well were Jack McCarthy himself, Paddy Galvin, 'Nabby' Crowley and particularly 'Cocker' Tobin on the big drum. He certainly made good use of the drum, and never spared it. The band of course had its begrudgers and critics. It was nicknamed the 'Meat and Cabbage Band,' and it was said that it could play only two tunes — 'Who Fears to Speak' and 'Parnell Was Left Out Last Night' — but to the very young me, it was the best band in the world, well above the Artane Boys Band.

As well as playing around the town on important occasions, the band travelled to places like Ballinagree, Carrigadrohid, Kilnamartyra and Toames where it provided music at sports meetings and fetes of various types.

WERE FEATURE

During the Summer, on specific Sundays, the Barrack Street Brass and Reed Band was a pretty regular visitor to the town. Excursion trains from Cork were a regular feature, and were run in connection with important football matches, annual sports meetings and indeed, very often just for a Sunday outing. These trains were always full, and the visitors included natives who worked in Cork, anglers, bird catchers and game enthusiasts. I clearly remember one excursion billed as an excursion to Mount Massey.

When the train arrived the Barrack Street Band marched through the town to Mount Massey where they entertained the crowd to some beautiful music. I was at Mount Massey on one of those occasions, and the weather was just beautiful, it seemed to be sunshine all the way, when we were young. The people were around the place, having picnics, enjoying the sunshine and watching the young girls who were stepdancing, just in front of the 'Big House.' Katie McDonnell had her stall selling apples, oranges, cakes and sweets, near the Lodge, just inside the main gate.

Katie was a native of Masseytown, and a well-known and successful trader. She was always helped by her son, Dan Dennehy.

Tracton

JUNE 1991.

CMDR AT BISHOPSTOWN,

Residents object

Report: DAN COLLINS

THE on-going multi-million pound development by Cork Corporation of the southern ring road has met with an unforeseen obstacle.

The residents of the 96-house Donscourt Estate, Wilton, who are living adjacent to the most westerly section of the carriageway, have voiced their opposition to the Corporation's amended plan for the roadway.

This coming Thursday, the residents will hold their first emergency meeting to discuss what contingency measures they intend to take to get the road

back on its original track.

The row centres on the Corporation's realignment of the western section of the roadway from Sarsfield Road at Wilton to the main Cork-Bandon road.

Originally, as outlined in the LUTS plan of 1978, the road was to follow closely the line of the old Cork-Bandon railway line.

However, because of poor land conditions the Corporation have found it necessary to move the line of the road northwards "to avoid the bad ground," city engineer Liam Fitzgerald stated. This, a residents'

spokesman said, will destroy much of the green in front of Donscourt Estate. It will also destroy the teeming wildlife along the nearby stream which will be re-directed as part of the authority's plan.

Furthermore, the road - under the amended drawing - will run just 47 metres away from the nearest house in Donscourt, which many residents feel is too close.

Mr. Fitzgerald stressed that residents had nothing to feel concerned about as the roadway would "encroach only a little bit on the green."

The stream, in any



CRRS PLAN
MAY YET BE
POSSIBLE.

19-6-91.

to site of new roadway

case, would have to be diverted and this would result in better overall drainage for the general area, Mr. Fitzgerald said.

The Green Party said last night they were concerned by Cork Corporation's plans to build a new road adjacent to Donscourt Estate.

"We believe this to be unnecessary tampering with the local environment, which will have a damaging effect on the local community.

"We would prefer if a new road is to be constructed that it would use the path of old Cork-Bandon railway line, as has been the case elsewhere in the city."



■ Under threat: The amenity area at the back of Donscourt, Bishopstown, Cork. - (Picture: Richard Mills)

10/2/94.

ences on Friday 18th, will be Congress pairs of session teams event on 1084. 10-2-94

Late Harry Thompson

THE death occurred recently in Kilkenny of Harry Thompson, Hatlee Lodge, Spawell Close, Wexford.

The late Mr. Thompson, who moved to Wexford with his wife Sheila in August 1988, was 84 years old and son of the late Mary and Wiliam Henry Thompson OBE, District Superintendent of the Great Southern Railway. The late Mr. Thompson's father had officiated at the opening of the Fishguard-Rosslare service in 1905.

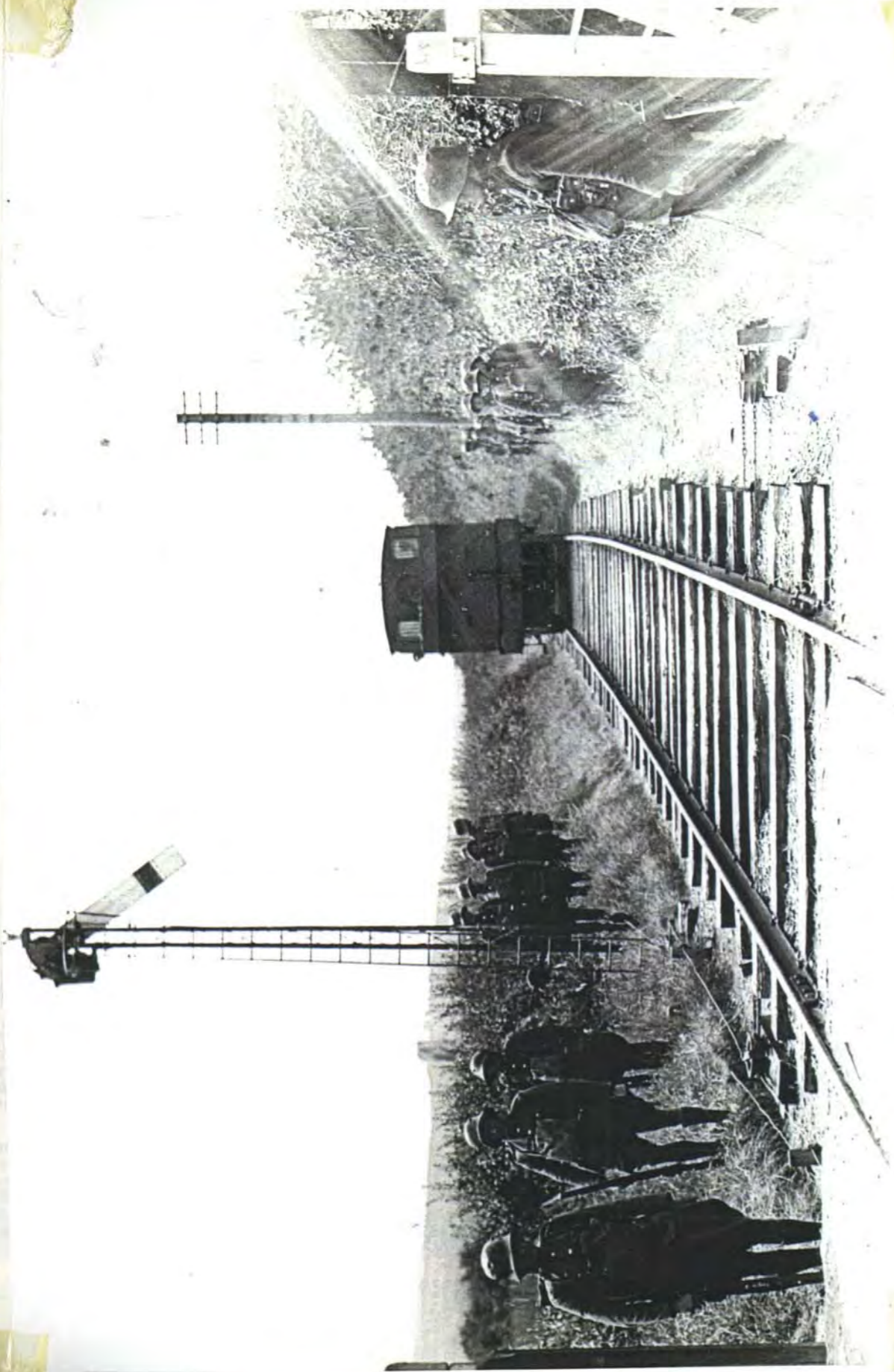
Harry Thompson was a great sportsman and was on the CRC Munster

AT CORK 1925

ANNOUNCED CLOSURE OF CADWELL.

Vertical handwritten notes on the right margin of the page, including 'AT CORK 1925' and 'ANNOUNCED CLOSURE OF CADWELL'.

WALTER McGRATH COLLECTION. NEAR BALLINGBUGH 1922.



CIVIL WAR DAMAGE
5 MOORE 1922
KILUMNEY AREA

CIVIL WORK DAMAGE

MACROOM JUNCTION

FEBRUARY 1980

AREA

WALTER McGRATH PHOTOS.



CORK IRIS OUTING FROM MACROOM
JUNE 1980
AT MACROOM. ↓



CROOKSTOWN ROAD ↗



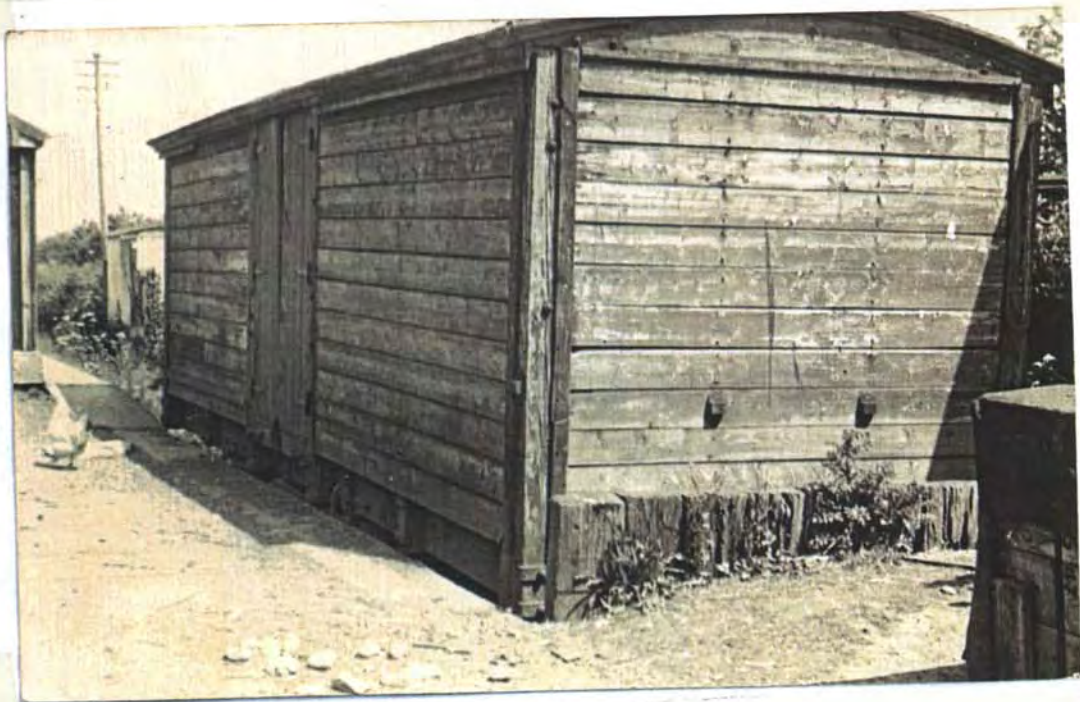
W. McGRATH, J. KINSELLA (R.I.P.)

MOORHAM MOUNTAIN QUARRY 24th APRIL 1950
CORK - TRARS OUTING - JUNE 1950

AT MOORHAM MOUNTAIN



← AT
KILUMNEY

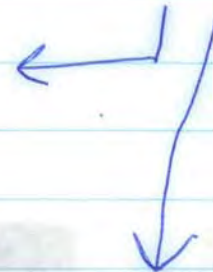


(R.I.R.) QUARRY 24th APRIL 1950

C. O'BRIEN PHOTOS TAKEN AT CURRANEEN BRIDGE
APRIL 1950



AT BALLINCOLLIG



NOTE GOODS SHED AT RIGHT.

C. CREEDON PHOTOS TAKEN AT CURRAHEEN BRIDGE
APRIL 1952

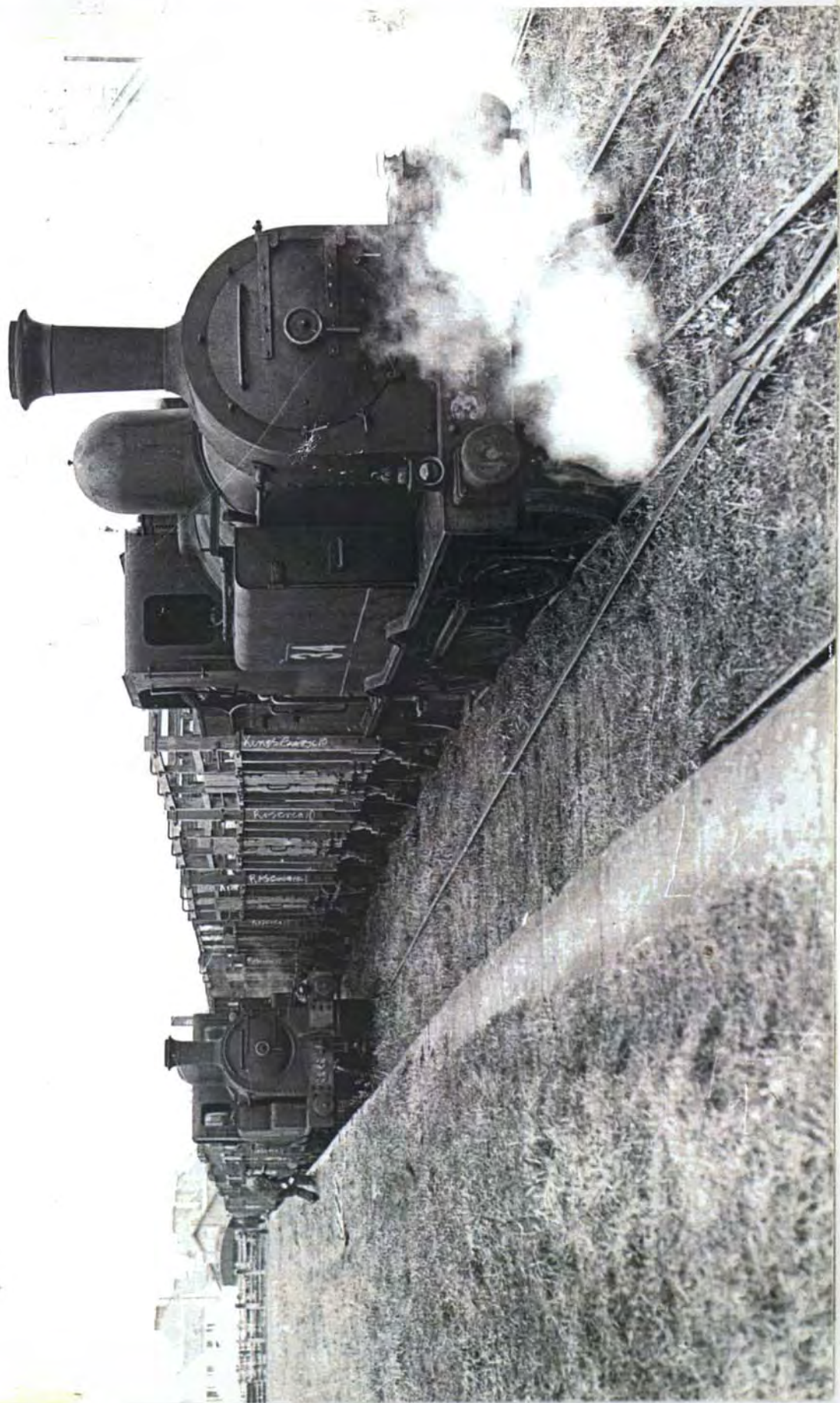


W. Mc GRATH
PHOTO TAKEN
BETWEEN
TOGHER AND
POULADUFF
BRIDGES

MARCH 1953



MACROOM — LAST DAY (OLD) NOVEMBER 1953, COCOS 36 & 34



MACROOM LAST DAY 10th NOV. 1953. C. CREEDON CROSSING TRACKS



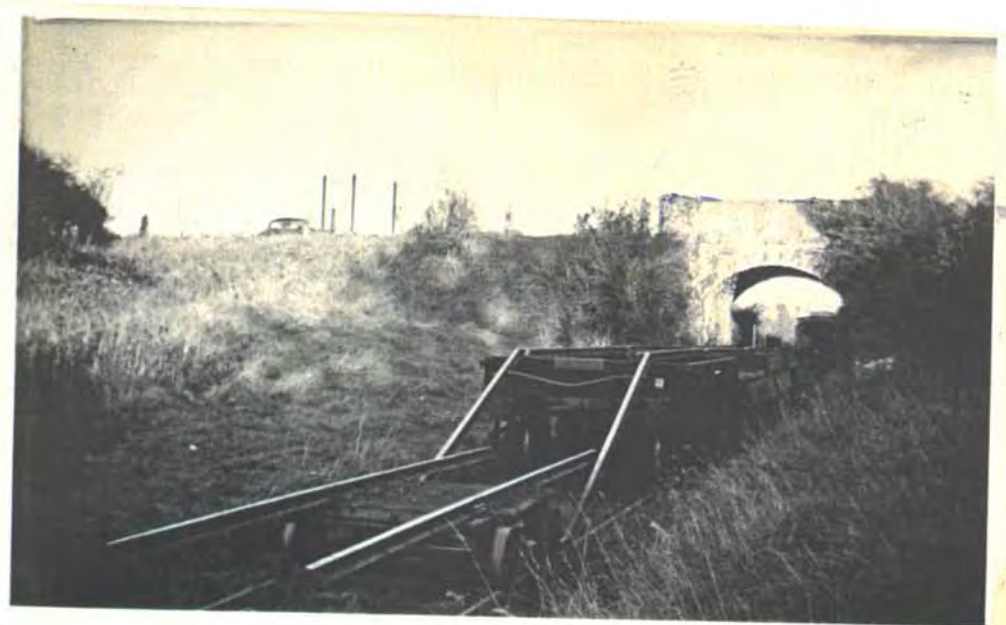
PHOTO: CAPT TOMMY O'BRIEN
CORK EXAMINER



TRACK LIFTING TRAINS — 1955



LOCO
41
AT
CROOKSTOWN
ROAD
APRIL.
(W. McS)



LIFTING
TRAIN
AT
BISHOPSTOWN
HACT
OCTOBER
(J.L.S.L.)

LIFTING TRAIN AT TOGHER — NOV 1955.



PHOTO BY JOE ST. LEGER.



SURVIVING RAIL BRIDGE OVER STREAM (NEAR KILCREA)
PHOTO BY DAPHNE POCHIN-MOLD.