Disused Stations

Achill

Achill Railway Station was identified as an important component of the late nineteenth century built heritage of Contae Mhaigh Eo. Railway line opened during 1895 by the Achill Extension Railway (*AER*) Company. A detached two - bay single - storey station with half - dormer attic was constructed during 1893 / 4. Opened during 1895 on an L - shaped plan with single - bay & south full - height three - bay east single - storey wing. Constructed with pitched artificial slate roof on an L - shaped plan; replaced pitched artificial slate roof with clay ridge tiles, rounded coping to gables on kneelers with red brick running bond chimney stacks to apexes. Apexes had corbelled stepped capping that supported terracotta pots, paired red brick running bond central chimney stacks also uPVC rainwater goods on timber eaves boards. Rendered, ruled & lined walls with bull nose - detailed red brick quoins to corners were included. Also included aired camber - headed east window openings with single camber - headed west window openings drag edged dragged cut - limestone sills. Red brick block & start surrounds framed replaced uPVC casement windows with two - over - two timber sash windows. Camber - headed central door opening with concealed dressings framed timber panelled double doors with an overlight. Camber - headed flanked window openings with drag edged dragged cut - limestone sills also concealed dressings framed two - over - two timber sash windows. Paired camber - headed window openings with drag edged dragged cut - limestone sills with concealed dressings framed replacement uPVC casement windows that replaced two - over - two timber sash windows. An opposing goods shed (*see 31305511*) with a nearby water tower (*see 31305512*) overlooks Gob an Choire. (*Achill Sound*) Achill Railway Station was occupied by station master Robert John Boag (*1872-1905*) in 1901 also by Richard Halligan (*1863-1920*) during 1911. Station closed in 1934 then reopened during 1936. Achill station finally closed during 1937. Two images feature on this site. Registered number is 31305510. Coordinates are 74047, 299999. (*date recorded 18th January 2011*) [i]

During 1893 Midland & Great Western Railways proposed an extension of the Dublin - Westport line to Achill with construction the same year. Opened on 13th May 1895 that last section of the line from Mulranny to Achill Sound began its short tenure. The first train to run on the railway line carried the bodies of the Clew Bay disaster whilst the last train carried the ten Scottish Kirkintilloch disaster victims. *'On Monday next, the M.G.W.R. open the railway extension to Achill and the event will mark a new era in the history of that out of the way island. There is little doubt that the value of all kinds of stock raised by the poor people will be considerably increased by being thus placed in touch with the outer world and the line will also be availed of by tourists in search of secluded and healthful resort in which to spend their summer holidays. It is hoped the M.G.W.R. will frequent Sunday excursions to the island.'* (*The Mayo News 11th May 1895*) An advert offered in *The Mayo News* June 15th 1895 stated that the price from Westport to Achill was 3/6 for first class & 2/- for 3rd class. Great Southern Railways managed the line from 1925 to closure of passenger service during 1934. Freight train service continued until 30th September 1937. An image features on this page from the Midland Great Western Railway of Ireland (*MGWR*) tourism picture circa 1900. [ii]

Achill Station was constructed on the mainland in Co. Mayo. It was the terminus of the line that connected Westport via Mallaranny also Newport. Opened by the Midland Great Western Railway during 1895 then later amalgamated into the Great Southern Railway in 1924. Station closed during 1937 following the second tragic journey of its inhabitants. Station is now an hostel along the Great Western Greenway trail. [iii]

Achill Railway Station opened on 13th May 1895 with pass closure & goods closure also final closure on 1st October 1937: https://www.railscot.co.uk/Ireland/Irish_railways.pdf

Achill line was one of the so - called '*Balfour Lines.'* Named after Arthur J. Balfour chief secretary for Ireland during the years 1887 to 1891 who introduced a Transport Act to provide state assistance for the construction of narrow gauge lines to disadvantaged areas. [iv]

During the 1600's Brian Rua Ui Cearabhain from north - west Mayo foretold that there would one day be '*Carriages on iron wheels, blowing smoke and fire, which on their first and last journeys would carry corpses*' on the Achill railway line. [v]

Achill prophecy (*Tairngreacht Acla*) was discussed on a TG4 broadcast 30th July 2020: https://www.youtube.com/watch?v=YPjzehCDHpQ

Achill Station coordinates are 53.9341N, 9.9183W: https://en.wikipedia.org/wiki/List_of_closed_railway_stations_in_Ireland

An image of Achill Railway Station features on this page: http://www.realizedvision.com/railways.php

Interesting information may be viewed at this site: https://www.eu-train.net/connect/story/stories/achill_railway.htm

An image of *Midland Great Western Railway of Ireland Tourism advert circa 1900* from Achill Railway Station by Weebly features on this site: http://mgwr.weebly.com/photos2.html

Balla

Balla Railway Station was a detached five - bay single - storey opened in 1862 on a rectangular plan. It featured a pitched slate roof with tuck pointed drag edged rock faced cut - limestone chimney stacks also cut - limestone stringcourses below capping. Tuck pointed snecked rock faced limestone walls with drag edged rock faced cut - limestone flush quoins to corners. Square - headed central window openings with cut - limestone sills & drag edged rock faced cut - limestone surrounds. Pseudo three centre - headed flanked door openings with drag edged rock faced cut - limestone block & start surrounds. Station was identified as an integral component of the mid nineteenth - century built of Balla heritage by the Great Northern & Western Railway (*GNWR*) Company on the Dublin - Westport line. Adjacent was a diagonally opposing signal box. Balla Railway Station was extant during 1894 later decommissioned in 1989. It closed during 1963. Several images feature on this site. Registered number is 31309025. Coordinates were 125490, 283440. (*date recorded 24th November 2010*) [vi]

Balla Railway Station served Balla village in Mayo. Opened by the Great Northern & Western Railway Company. Station was nationalised then passed to the Córas Iompair Éireann as a result of the Transport Act 1944 from 1st January 1945. Trains on the Dublin Heuston to Westport still pass by this site. [vii]

Balla Railway Station opened on 17th December 1862 also pass closure on 17th June 1963 with goods closure 2nd December 1974 then final closure on 2nd December 1994: https://www.railscot.co.uk/Ireland/Irish_railways.pdf

Balla coordinates were 53.7952 N, 9.1308 W: https://en.wikipedia.org/wiki/List_of_closed_railway_stations_in_Ireland

Ballindine

Ballindine Railway Station in Co. Mayo was constructed along the Waterford Limerick & Western Railway's Limerick to Sligo line. Station opened during 1894. Several years later it was operated by the Great Southern & Western Company. That station located on the Western Rail Corridor between Athenry with Claremorris had just one platform on the up side where the two storey station building was established. A siding / loading bank also a goods shed were located on the down side. Though this station closed during 1963 freight traffic continued until the late 1990's then the line became semi derelict. It was proposed to open the section south of Ballindine between Tuam & Athenry but this may

not happen. It is unclear if the section north to Claremorris will re - open. South of the station is a large automatic level crossing on the N17 road: which is protected by two aspect colour lights. Images by Colm O 'Callaghan feature on this site. [viii]

Ballindine Railway Station in Co. Mayo was originally opened by the Waterford, Limerick & Western Railway Company during 1894 as part of the Limerick to Claremorris line. During 1963 the station was shut. A project to reopen was part of the Government's Transport 21 Plan during 2014 but this project has now been deferred indefinitely. [ix]

Ballindine Station opened on 30th April 1894 with pass closure, goods closure & final closure on 17th June 1963: https://www.railscot.co.uk/Ireland/Irish_railways.pdf

Ballindine coordinates were 53.6685N, 8.959W:
https://en.wikipedia.org/wiki/List_of_closed_railway_stations_in_Ireland

Ballinrobe

Ballinrobe & Claremorris Light Railway Co. Ltd. was formed during 1884 with construction by the *'Worthington Company.'* In preparation Derrymore Bog required drainage with the addition of an iron bridge to span the Robe River. Ballinrobe Railway line opened during November 1892. Also a three arched bridge was constructed at Caltra. Several years later the Midland Great Western Railway Company was licenced to operate the line. Ballinrobe Railway Station served as a branch line from Claremorris that ran in a south - westerly direction to town. '*The Bat'* was the first train to Ballinrobe driven by Owen Malone. The company was absorbed into the Great Southern Railways circa 1925. During WW 2 fuel became scarce with the passenger service suspended in February 1947 while the *'goods'* service ceased the following month: later services were restored. Ballinrobe was the largest livestock forwarded station from the west. A large army garrison in Ballinrobe town regularly used the station for the movement of troops with supplies. Specials trains ran from the North Wall in Dublin with a cargo of three hundred tons of fuel for their use on the last day of each month. Several images may be viewed on page. Extract from Averil Staunton's article 22nd November 2010. [x]

Ballinrobe Railway Station master's house was identified as an integral component of the late nineteenth century Ballinrobe heritage on account of its connections with the development of the Claremorris & Ballinrobe branch of the Midland Great Western Railway (*MGWR*) line that had been opened during 1892 by the Ballinrobe & Claremorris Light Railway Company (*formed 1884, absorbed 1924*) The station opened 1892, was extant in 1894 then occupied 1901. Re - opened 1890, closed 1975, HSE suspended during 1947. Ballinrobe Railway Station finally closed in 1959. The station master's house was a detached three - bay two - storey with three - bay two - storey north - east rear elevation. North east rear elevation fronted to street. A pitched slate roof with clay ridge tiles terminated in fine roughcast chimney stacks that had '*cavetto*' capping to support terracotta or yellow terracotta pots. Replacement uPVC rainwater goods on timber eaves boards on cut - limestone eaves retained cast - iron downpipes. Tuck pointed snecked rock faced limestone walls included red brick flush quoins to corners. Square - headed window openings had drag edged dragged cut - limestone sills. Red brick block & start surrounds framed replacement aluminium casement windows with replacing two – over - two timber sash windows. Registered number 31215059. Coordinates were 119555, 263765. (*Date recorded 25th November 2010*) [xi]

Ballinrobe Railway Station opened on 1st November 1892. Pass closure on 1st June 1930, goods closure with the final closure on 1st January 1960:
https://www.railscot.co.uk/Ireland/Irish_railways.pdf

A PDF may be downloaded at this link:
https://www.academia.edu/8322780/The_History_of_the_Ballinrobe_Claremorris_Railway

YouTube videos circa 1956 by Pat Coen may be viewed at these links:
https://www.youtube.com/watch?v=a9C38pnF95w

/ https://www.youtube.com/watch?v=x8YIsPS9s8A

Ballinrobe Railway Station coordinates were 53.617788°N, 9.216553°W:
https://en.wikipedia.org/wiki/List_of_closed_railway_stations_in_Ireland

Bekan

Bekan Railway Station on the Dublin line of the Midland Great Western Railway Company (*MGWR*) is disused. Station master's house illustrated the continued development or '*improvement*' of the Mayo Branch of the Midland Great Western Railway (*MGWR*) line by the Midland Great Western Railway (*MGWR*) Company. A detached two bay single - storey house with half - dormer attic on a T - shaped plan with single - bay full - height gabled projected end bay. It had a pitched slate roof on a T - shaped plan with clay ridge tiles centred on cement rendered red brick bond chimney stack. It included concrete capping to support terracotta pots, timber bargeboards to gables on timber purlins, also cast - iron rainwater goods on timber eaves boards with cast - iron downpipes. Square - headed window openings had cut - limestone sills also concealed dressings framed replacement timber casement windows while one - over - one or two -over - two timber sash windows were replaced. It opened during 1909, was occupied up to 1911. It closed in 1963. Bekan Station master's house was renovated to accommodate private residential use. Registered number is 31310204. Coordinates are 143660, 276427. (*date recorded 17th January 2011*) [xii]

Bekan Railway Station was located in Maigh Eo, Connaught. The estimate terrain elevation above sea level is sixty - seven metres. Coordinates were latitude 53 435999, longitude 851 0 :
https://ie.geoview.info/bekan_station,2966251

A preserved steam locomotive takes a special train past the closed station between Ballyhaunis & Claremorris line. This railway station closed in 1963 & been restored as a private residence. Image by The Carlisle Kid. [xiii]

Bekan Railway Station opened on 1st January 1909 then closed on 17th June 1963. [xiv]

Bekan Station Railway was situated southeast of Crohery Lough: https://mapcarta.com/18278180

Charlestown

Charlestown Railway Station was located on the now disused Claremorris to Coolloney *'Burma Road'* line. Constructed cheaply in 1895 by the Great Southern & Western Railway. The station had one platform, with a signal cabin located half way down it. The goods shed was at the northern end of the station. Regular passenger service ceased during 1963 with the goods service ended in 1975. Charlestown retained its goods facilities along with its loop & sidings. Buildings remained in situ up to the mid – 1980's when they were demolished with just the platform now in situ. Several images feature on this site. [xv]

Charlestown Railway Station was opened by the Waterford & Limerick Railway Company with the line from Collooney Junction to Claremorris station on 1st October 1895 with intermediate stations at Leyny, Carrowmore, Tobercurry, Curry, Charlestown, Swinford also Kiltimagh. Often referred to as *'The Burma Road.'* During 1901 the line was absorbed into the Great Southern & Western Railway. Passenger services on the section of route from Claremorris to Collooney ended on 15th June 1963. Córas Iompair Éireannl (*CIE*) closed the section completely on 30th October 1975. Images by Nick Catford may be viewed on this page. [xvi]

Charlestown Railway Station opened during 1895, it was on the route between Claremorris with Sligo in Mayo. Passenger traffic ceased during 1936. Goods transport service ended during 1975. Discussions re Western Railway Corridor that would have incorporated Charlestown as an intermediate stop have been postponed. [xvii]

The first passenger train to run through Charlestown was on the first Wednesday during February 1895 driven by Mr. Jones. First station master was Mr. Broderick with the last Mr. Currid. [xviii]

Charlestown Railway Station now disused is close to the village in Co. Mayo. Originally opened during 1895 as part of the route between Claremorris with Sligo. It closed to passenger traffic in 1963. Goods traffic ended during 1975. The Irish government's proposal of Transport 21 plan was to re - open the station part of the second stage of the Western Railway Corridor project. This second stage (*currently unfunded*) would have ensured the line restored between Claremorris & Sligo with Charlestown as an intermediate stop but no progress to date. [xix]

The first trains passed through Charlestown on 1st October 1895. (*Tom Gillespie 1st August 2021*): https://www.con-telegraph.ie/2021/08/01/the-railway-brought-prosperity-to-mayo-in-1862/

First station master in Charlestown was Mr. Broderick. Bill Henderson was the first signal man. First passenger train was driven by Mr. Jones through Charlestown during February 1895. Mr. James O'Grady was last driver in October 1975. (*Cathal Henry 2010*)

Hollymount

The Claremorris & Ballinrobe Branch of the Midland Great Western Railway (*MGWR*) line opened in 1892 by the Ballinrobe & Claremorris Light Railway Company (*formed 1884, absorbed 1924*) Hollymount Railway Station master's house identified as an integral component of the late nineteenth-century built heritage of south Co. Mayo with the architectural value of the composition centred on an understated doorcase. The rock faced surface finish was offset by red brick dressings to produce an appealing palette. It was detached three - bay two -storey on a T - shaped plan with single four - bay deep single - storey west central return. Building contained replaced pitched artificial slate roofs on a T - shaped plan with clay ridge tiles. Paired red brick running bond central chimney stacks had stringcourses below capping that supported terracotta pots. Cast - iron rainwater goods on timber eaves boards retained cast - iron downpipes. Tuck pointed snecked rock faced limestone walls included red brick quoins to corners. Square - headed central door opening with red brick block & start surround framed glazed timber panelled door. Square - headed window openings with cut - limestone sills also red brick block & start surrounds framed replaced timber casement windows that replaced one – over - one or two – over - two timber sash windows. Interior ground floor included central entrance hall – cum - staircase hall with limestone flagged floor. Carved timber surrounds to door openings framed timber panelled doors also timber boarded or tongue. Groove timber panelled staircase on a dog leg plan with timber balusters to support timber banister that terminated in timber newels. Carved timber surrounds to door openings to the remainder framed timber panelled doors with timber surrounds to window openings with framed timber panelled splayed reveals or shutters. Hollymount Railway Station was opened during 1892, it was extant in 1893 & occupied in 1901 but closed by 1959. A goods shed extant during 1893 is in situ. Renovated to accommodate private residential use. Two station masters were referenced Patrick Smyth (*b. 1836*) & James Mc Donnagh (*b. 1850*). Several images feature on this site. Registered number is 31311108. Coordinates are 126827, 266531. (*date recorded 11th December 2010*) [xx]

Hollymount or Maolla is a village on the R331 road between Ballinrobe & Claremorris in Co. Mayo. It was named after the nearby Hollymount estate. Hollymount railway station opened on 1st November 1892; it closed for passenger traffic on 1st June 1930 then finally closed on 1st January 1960. [xxi]

Hollymount Railway Station opened on 1st November 1892. It closed for passenger traffic on 1st June 1930 with final closure on 1st January 1960. [xxii]

Information may be viewed at this link: https://ie.locale.online/hollymount-1153547700.html

Hollymount Railway Station is listed on this site:
https://www.railscot.co.uk/Ireland/Irish_railways.pdf

Islandeady

Islandeady Railway Station was one of the small wayside stations on the Midland Great Western Railways Athlone to Westport line. The station is the second last station on the line. It was opened in May 1914. Station complex consisted of a single platform with large gate keepers cottage with a waiting shelter. It closed during June 1963. (*Manually operated level crossing at Islandeady has since been replaced by automated lights & barriers*) Images / slide show by Ciaran Cooney feature at this link. [xxiii]

The parish of Islandeady has Castlebar to the east, Westport & Newport to the west also Aughagower & Killawalla to the south. Islandeady railway station was two kilometres south of the village. Station opened in May 1914 on the Midland Great Western Railway Athlone to Westport line. It was closed during June 1963. [xxiv]

Images may be viewed at this link;
http://eiretrains.com/Photo_Gallery/Railway%20Stations%20I/Islandeady/IrishRailwayStations.html

A view from train of Islandeady Railway Station by photographer James P. O 'Dea on 9th May 1965 from O'Dea Collection may be viewed at NLI reading room by appointment ODea 442 or at this link:
https://catalogue.nli.ie/Record/vtls000307255?ui=standard

Islandeady Railway Station coordinates are 53.811495N, 9.38090W:
https://en.wikipedia.org/wiki/List_of_closed_railway_stations_in_Ireland

An image by Fred Dean 17th February 2012 features at this link:
https://www.flickr.com/photos/be216cd1/6902072999

Killala

Proposed railway line from Ballina to Killala was put out to tender in March 1891 with Thomas Falkiner (*TH*) the winner of the £29,000 contract. Killala Railway line was completed in less than two years then opened on 2nd January 1893 by the Midland & Great Western Railway (*MGWR*). Ballina branch extension to Killala Harbour was opened in 1893. (*Initially a proposal to extend a railway line from Dublin to Blacksod via Ballina & Crossmolina included an estimated construction cost of £152,000. Killala branch extension proposed under the Balfour's Light Railways Ireland Act 1889 became a rival to the Crossmolina route*) Ballina to Killala line included five gatehouses, one tunnel also four bridges. Constructed at Killala railway station were a turntable, two sidings, a signal cabin, warehouses & stationmaster's house. The Killala line was closed to all traffic on 1st October 1931 with final closure on 1st July 1934. Several images & sketches feature on site. (*Anthony Hickey 1st May 2018*) [xxv]

Killala Railway Station master's house was a detached five - bay two - storey building constructed by the Midland Great Western Railway (*MGWR*) Company. Constructed on a U - shaped plan with single - bay full - height projected end bays that centred on three - bay single - storey lean - to veranda. Also included a south four - bay two - storey rear elevation. Hipped slate roof on a U - shaped plan with clay ridge tiles with red brick running bond chimney stacks had corbelled stepped stringcourses below

capping to support terracotta or yellow terracotta pots. Replacement uPVC rainwater goods were on box eaves & cast - iron downpipes. Tuck pointed snecked rock faced limestone walls with red brick flush quoins to corners supported red brick running bond band to eaves. Square - headed central door opening behind veranda with red brick block & start surround had chamfered reveals that framed timber panelled door. Square - headed window openings with cut - limestone sills & red brick block & start surrounds with chamfered reveals framed two - over - two timber sash windows. Ground floor interior included central hall with timber surrounds to door openings to frame timber panelled doors & timber panelled shutters to window openings. Station master's house was opened in Killala during 1893. it was occupied in 1901, line closed during 1934. Included at complex were a goods store (*see 31203011*), engine shed (*see 31203012*), water tower (*see 31203013*) Reg. No. 31203010. Coordinates 120803, 329861 (*Date recorded 4th August 2011*) Photo by James Fraher features on site. [xxvi]

YouTube video of removal of railway track from Killala in 1935 (*Gerry Conmy 8th Sept 2020*):
https://www.youtube.com/watch?v=reCkWGjbG1E

Kiltimagh

Kiltimagh Railway Station included part repointed tuck pointed coursed or snecked rock faced limestone walls with drag edged rock faced cut - limestone flush quoins to corners. Pair of square - headed openings with reinforced concrete lintels framed replaced glazed diagonal timber boarded or tongue & groove timber panelled double doors with overlights. Replaced pitched slate roof on strutted king post timber construction with clay ridge tiles, timber bargeboards to gables on timber purlins & uPVC rainwater goods on timber eaves boards on overhanging exposed timber rafters. Camber - headed window openings to gables to side elevations with concrete sills. Red brick block & surrounds framed fixed - pane timber fittings. A detached two - bay double - height goods shed was in situ. Kiltimagh Railway Station was commissioned in 1895 & extant 1895. Decommissioned in 1975 & derelict during 1987. Restored during 1988 / 9 to accommodate alternative use. Information re good sheds set in grounds shared with Kiltimagh Railway Station may be viewed at this link. Several images feature on this page of railway museum. Registered number is 31210017. Coordinates are 134627, 289183. (*date recorded 4th August 2011*) [xxvii]

Kiltimagh Railway Station was important locally in that all the necessities of life were transported by train - sugar, flour, spirits, newspapers (*even films for cinema*) Out goings included cattle, sheep, pigs, beet also eggs during the 1940's & 1950's. Opened during 1895 the last passenger train passed through the station in 1963 with the last goods train during 1979. When the IRD was formed in the town the derelict station was transformed into a museum. Two carriages were bought to commemorate the many emigrants of the past. Former stationmaster's house is now an exhibition centre, while the once derelict park is now an amenity area, featuring work of leading Irish artists & local people. Several images feature on site. [xxviii]

Kiltimagh Railway Station close to Kiltimagh town in Mayo was originally opened during 1895 as a section of the route between Claremorris & Sligo. Closed to passenger traffic in 1963 with goods traffic ended during 1975. This station with surrounding area was converted during the 1980's into Kiltimagh Museum. Western Railway Corridor was due to be rebuilt as part of the government's Transport 21 plan but just the section from Limerick to Athenry was completed. During 2013 a Velo - rail (*railbike*) scheme was proposed for Kiltimagh. [xxix]

Kiltmagh Station has been restored with two old CIE passenger coaches brought along the line as far as Kiltmagh in 1988 in front of an Irish Rail diesel locomotive from Claremorris. Passenger services between Limerick & Claremorris ceased in 1976. [xxx]

An image of old railway bridge with line may be viewed at this link: https://www.ird-kiltimagh.ie/tourism/velorail/

First station master in Charlestown was Mr. Broderick. Bill Henderson was the first signal man. First passenger train was driven by Mr. Jones through Charlestown during February 1895. Mr. James O'Grady was last driver in October 1975. (*Cathal Henry 2010*) [xxxi]

Mulranny

Mallaranny Railway Station was constructed during 1894 also extant 1915 on a square plan. Decommissioned in 1934, recommissioned during 1936 then decommissioned finally in 1937. Registered number is 31306608. Coordinates are 82965, 296773. Mallaranny railway station water tower shared the railway complex as a freestanding single - bay single - stage building designed in 1894 erected to a design signed (*1894*) by William Purcell O'Neill (*1857-1950*), engineer - in - chief to the Midland Great Western Railway (*MGWR*) Company (*fl. 1881-1918*) Red brick English garden wall bond walls with bull nose - detailed red brick quoins to corners supported roundel - detailed cast -iron water tank on red brick English bond corbelled stepped '*cornice.*' Round - headed door opening with red brick block & start surround had bull nose - detailed reveals that framed remains of timber door with fanlight. Roundel over with red brick voussoir surround framed louvered timber fitting. Round - headed openings to '*cheeks*' with cut - limestone sills. Several images of station & water tower with sketch of site feature on this site. (*date recorded 6th January 2011*) [xxxii]

Mulranny Railway Station opened during August 1894 & originally was planned to be the terminus of the Westport railway line: http://mgwr.weebly.com/mulranny-station.html

Mayo County Council undertook a massive €420,000 restoration of the old dilapidated station house at Mulranny. The building along the Greenway at the rear of Mulranny Park Hotel has been restored to its former glory & was officially opened in June 2017. Mr. Padraig Philbin head of tourism with Mayo County Council reported that *''We got a grant from Michael Ring's department through Fáilte Ireland. We started work last September. The restoration of the building was designed by Matt Stevens, of the architects section of Mayo County Council, and the contractor on the project was Michael Dwane.' Brian Quinn of Fáilte Ireland came up with the idea and he was key man in getting the funding for it.' It is going to be a services centre for greenway users. There will be bike hire facilities there, tour guide services and a kite surfing centre. The Rural Social Scheme who maintain the greenway, based out of the Leader office in Newport, will be going in there, as well as the Dark Skies community group. There will also be toilet, shower and storage facilities with locker rooms for greenway users.' Mr. Philbin added: 'It was nice to see the building being restored. The building is owned by Mulranny Park Hotel and Mayo County Council have taken a long term lease on it on a public/private partnership.' Natural Slaine slate went back on the roof and the contractors went as close as they could with the original features. They would have done a lot of work on preparing brick where there were sections where brick was missing. They put in sash windows and kept the traditional look on it. It has also some very modern features. It is very energy efficient with underfloor heating.' Mr. David O'Connor, director, Great National Hotels, owners of Mulranny Park Hotel, thanked Mayo County Council for the restoration work on the old railway building. He said: 'I was delighted to see the old railway building rebuilt. It looks absolutely outstanding.'* Images feature on site. (*Connaught Telegraph 8th June 2017*) [xxxiii]

Mulranny Station is referenced in this PDF: https://www.mayo.ie/getmedia/2687bdf4-c8ff-4df4-89c6-e570f957decf/Mulranny_VillageDesignStatement.pdf

Newport

Newport Railway station was identified as an integral component of the late nineteenth - century built heritage of Newport on account of the connections with the extension of the Mayo Branch of the Midland Great Western Railway (*MGWR*) by the Midland Great Western Railway (*MGWR*) Rock faced surface finish offset by sheer limestone dressings produced a two - tone palette. It was a detached three - bay single - storey building on a rectangular plan with five - bay west single - storey rear elevation. Replaced pitched slate roof with roll moulded terracotta ridge tiles had coping that retained

cut - limestone 'cavetto' with detailed beaded kneelers. On roof cast - iron rainwater goods timber boxed eaves with cast - iron downpipes. Rock faced cut - limestone - banded tuck pointed snecked rock faced limestone walls on rock faced cut - limestone chamfered cushion course on plinth with drag edged rock faced cut - limestone flush quoins to corners. Paired camber - headed window openings with camber - headed window openings to west rear elevation also cut - limestone sills. Drag edged rock faced cut - limestone surrounds supported cut - limestone archivolts that framed two - over - two timber sash windows. Station opened during 1894, was extant during 1897: closed in 1934 then reopened two years later. Finally it closed in 1937. Repurposed following the closure of the line under the Great South Railways (*Westport - Achill*) Termination of Railway Services Order 1934 ensured elementary form with massing survive intact. In alternative use during 1968 & 2001. Several images feature on site. Registered number 31208015. Coordinates were 98454, 293986. (*date recorded 4th August 2011*) xxxiv

Historian Michael Chambers reported during 11th August 2017 in an interview with Dr. Oliver Whyte that the first train crossed over Newport viaduct in February 1894 also it finally closed during September 1937. Two rail tunnels to the south were once part of the Midland & Great Western Railway company that travelled through Newport. Though the railway station is no longer in situ the present oratory chapel was once part of Newport railway station:
https://www.youtube.com/watch?v=3izMlGB7kyY

With the loss of chimney & canopy: the railway station building was repurposed. An image is featured from 1892 of station, line also tunnel at this link: https://www.archiseek.com/2015/1892-railway-station-newport-co-mayo/

Newport Railway Station opened on 1st February 1894, pass closure, goods closure with final closure on 1st October 1937: https://www.railscot.co.uk/Ireland/Irish_railways.pdf

Swinford

Swinford was served by the Waterford Limerick & Western Railway's lines from Claremorris to Collooney also Sligo. It opened in October 1895 to relieve poverty in that sparsely populated area. The *'Burma Road'* however lost its passenger service during June 1963. The line remained in use for goods until November 1975. Swinford station itself consisted of up & down platforms. The main station building was on the down side. Waiting shelter, water tower & brick built signal cabin were located on the up side. Large goods shed & platform with wooden canopy survive with point rodding, signal posts & one or two shunt signals. Several images feature by Ciaran Cooney at this link. xxxv

Swinford Railway Station opened on 1st October 1895 on the south side of main street (*N26*) by the Waterford & Limerick Railway Company. Station closed to passengers on 15th June 1963. It closed finally on 30th October 1975. Station, signal box, water tower & track in situ. Station building is a private residence. (*27th May 2017*) Images by Nick Catford. xxxvi

Swinford Railway Station, Station Road, Carrowbeg was opened in 1895 as part of the route between Claremorris & Sligo on a square plan. Station decommissioned during 1975 (*?*) Registered number: 31207019. Coordinates were 137376, 299879. (*date recorded 4th August 2011*) A freestanding single - bay single - stage water tower included tuck pointed coursed or snecked rock faced limestone walls with drag edged rock faced cut - limestone flush quoins to corners supported cast - iron water tank on dragged cut - limestone thumbnail beaded 'cornice.' Segmental headed south - west window opening with drag edged cut limestone sill. Included were north - east round - headed door opening with threshold, & drag edged rock faced cut - limestone block & start surround with timber boarded or tongue & groove timber panelled double doors. Drag edged rock faced cut - limestone block & start surround survives. xxxvii

CIE 001 class locomotive stoped in Swinford with Sligo - Limerick freight. Known as the '*Burma Road'* the railway line from Collooney Junction outside Sligo to Claremorris opened during 1895. Passenger services ceased in 1963 then closed to all traffic from 3rd November 1975. (*The Carlisle Kid 8th October 1975*) An image may be viewed at this link: https://www.geograph.ie/photo/2348728

Exposed rails that lay between the well - constructed stone platforms of Swinford Railway Station with house, stone water tower also brick built signal cabin & the associated paraphernalia of the railway. Now devoid of signal posts, gantries, signal arms, cast iron warning signs & '*Permanent Way'* gates at crossings etc. (*Michael Fox March 2006*): http://www.westontrack.com/history08.htm

Swinford Railway Station was opened in 1895 as part of the route between Claremorris & Sligo. It closed to passenger traffic during 1963 then goods traffic ceased in 1975. The Western Railway Corridor was proposed to be rebuilt as part of the government's Transport 21 plan. The intention was that the line would re-open in two stages, with the first stage to cover route between Limerick & Claremorris but only Limerick to Athenry was reopened. [xxxviii]

Footnotes

[i] Achill (https://www.buildingsofireland.ie/buildings-search/building/31305510/achill-sound-railway-station-pollranny-sweeny-gob-an-choire-achill-sound-county-mayo-3) [Assessed 23rd May 2021]

[ii] Achill (http://mgwr.weebly.com/achill-sound-station.html) [Assessed 23rd May 2021]

[iii] Achill Railway Station (https://en.wikipedia.org/wiki/Achill_railway_station) [Assessed 23rd May 2021]

[iv] The Railway (https://www.con-telegraph.ie/2021/08/01/the-railway-brought-prosperity-to-mayo-in-1862/) [Assessed 23rd May 2021]

[v] Achill Prophecy (https://visitachill.weebly.com/achill-prophecy.html)) [Assessed 23rd May 2021]

[vi] Balla, Lagaturrin (https://www.buildingsofireland.ie/buildings-search/building/31309025/balla-railway-station-lagaturrin-balla-county-mayo) [Assessed 23rd May 2021]

[vii] Balla (https://en.wikipedia.org/wiki/Balla_railway_station) [Assessed 23rd May 2021]

[viii] Ballindine (http://eiretrains.com/Photo_Gallery/Railway%20Stations%20B/Ballindine/IrishRailwayStations.html) [Assessed 23rd May 2021]

[ix] Ballindine (https://en.wikipedia.org/wiki/Ballindine_railway_station) [Assessed 23rd May 2021]

[x] A Short History (http://www.historicalballinrobe.com/page_id__10.aspx) [Assessed 23rd May 2021]

[xi] Ballinrobe, Knockfeeren (https://www.buildingsofireland.ie/buildings-search/building/31215059/ballinrobe-railway-station-knockfereen-ballinrobe-county-mayo) [Assessed 23rd May 2021]

[xii] Bekan, Cuilbeg (https://www.buildingsofireland.ie/buildings-search/building/31310204/bekan-railway-station-cuilbeg-county-mayo) [Assessed 24th May 2021]

[xiii] Bekan (https://www.geograph.ie/photo/2350064) [Assessed 24th May 2021]

xiv Bekan (https://en.wikipedia.org/wiki/Bekan,_County_Mayo) [Assessed 24th May 2021]

xv Charlestown (http://eiretrains.com/Photo_Gallery/Railway%20Stations%20C/Charlestown/IrishRailwayStations.html) [Assessed 24th May 2021]

xvi Charlestown Station (http://www.disused-stations.org.uk/c/charlestown/) [Assessed 24th May 2021]

xvii Charlestown (https://www.railscot.co.uk/Ireland/Irish_railways.pdf) [Assessed 23rd May 2021]

xviii Railway (https://www.mayo-ireland.ie/en/towns-villages/charlestown/history/claremorris-collooney-railway.html) Assessed 23rd May 2021]

xix Charlestown (https://en.wikipedia.org/wiki/Charlestown_railway_station_(Ireland) Assessed 23rd May 2021]

xx Hollymount, Robeenard (https://www.buildingsofireland.ie/buildings-search/building/31311108/hollymount-railway-station-robeenard-county-mayo) [Assessed 24th May 2021]

xxi Hollymount (https://en.wikipedia.org/wiki/Hollymount) [Assessed 24th May 2021]

xxii Hollymount (https://www.wikiwand.com/en/Hollymount) [Assessed 24th May 2021]

xxiii Islandeady (http://eiretrains.com/Photo_Gallery/Railway%20Stations%20I/Islandeady/IrishRailwayStations.html) [Assessed 24th May 2021]

xxiv Islandeady (https://en.wikipedia.org/wiki/Islandeady) [Assessed 24th May 2021]

xxv Story behind Ballina (https://mayo.me/2018/05/01/fascinating-story-behind-ballina-to-killala-railway-line/) [Assessed 24th May 2021]

xxvi Townplots East (https://www.buildingsofireland.ie/buildings-search/building/31203010/killala-railway-station-townplots-east-killala-mayo) [Assessed 24th May 2021]

xxvii Kiltimagh (https://www.buildingsofireland.ie/buildings-search/building/31210017/kiltimagh-railway-station-james-street-kiltamagh-kiltimagh-mayo) [Assessed 23rd May 2021]

xxviii Kiltimagh Museum (http://www.museumsofmayo.com/railway-museum/the-railway-station.html l) [Assessed 23rd May 2021]

xxix Kiltimagh (https://en.wikipedia.org/wiki/Kiltimagh_railway_station) [Assessed 23rd May 2021]

xxx Charlestown (http://www.disused-stations.org.uk/c/charlestown/) [Assessed 23rd May 2021]

xxxi Railway (.https://www.mayo-ireland.ie/en/towns-villages/charlestown/history/claremorris-collooney-railway.html) [Assessed 22nd May 2021]

xxxii Mallaranny (https://www.buildingsofireland.ie/buildings-search/building/31306608/mallaranny-railway-station-mallaranny-mallaranny-latterly-mulranny-county-mayo) [Assessed 24th May 2021]

xxxiii Old Station (https://www.con-telegraph.ie/2017/06/08/old-station-house-restored-to-former-glory/) [Assessed 24th May 2021]

xxxiv Newport Railway Station (https://www.buildingsofireland.ie/buildings-search/building/31208015/newport-railway-station-newport-newport-mayo) [Assessed 22nd May 2021]

xxxv Swinford (http://eiretrains.com/Photo_Gallery/Railway%20Stations%20S/Swinford/IrishRailwayStations.html) [Assessed 22ndMay 2021]

xxxvi Swinford (http://www.disused-stations.org.uk/s/swinford/[Assessed 22nd May 2021]

xxxvii Swinford Railway Station (https://www.buildingsofireland.ie/buildings-search/building/31207019/swinford-railway-station-station-road-carrowbeg-gall-by-k-con-ph-swinford-co-mayo) [Assessed 22nd May 2021]

xxxviii Swinford (https://en.wikipedia.org/wiki/Swinford_railway_station) [Assessed 22nd May 2021]